TECHNOLOGY DEPT.

First Copy

A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER · TRUCK · PARTS, SHOP EQUIPMENT · TIRES · ACCESSORIES

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PUBLIC LIBRARY DETROIT

Motor Steel Requirements Keeping Plants at Capacity

Cleveland, Feb. 5.—Automotive requirements for finished steel in January sent the iron and steel industry in the Pittsburgh, Youngstown and Cleveland districts spurting far ahead of that in other important districts, the Federal Reserve Bank of Cleveland reports.

Rapid growth in demand quickly took up the slack of the holiday and inventory let-down. Sheet mills in the Youngstown district benefited especially.

Independent producers were running at capacity. The 1928 total of open hearth and Bessemer ingots, 49,653,225 tons, outstrips the previous record of 46,936,205, in 1926.

Rubber and tire trade in the Fourth Federal Reserve District did fairly well during the past month, the bank reports, but was hampered some by large inventories in manufacturers' hands. Production and shipments of tires declined toward the end of 1928.

Business in January was about equal to or slightly ahead of last year in volume, but because of lower prices the actual dollar value was less.

Youngstown, Feb. 5.—Steel makers in the Youngstown district expect to operate through February at 90 per cent, especially in flat rolled steels, such as sheets, strips and tin plate. Steel pipe is the only finished product weak at present, and independent bar mill production is at 70 per cent.

Republic Iron and Steel schedules are firm at 86 per cent. in this area. Newton Steel is being pressed for deliveries on full finished automobile sheets and is active at close to capacity. As yet there are no signs of demand for automobile steels letting up. Carnegie Steel is maintaining its properties in the Youngstown district on a slightly lower basis than independents.

PEERLESS SHIPMENTS IN JANUARY SET NEW HIGH

Cleveland, Feb. 5.—Shipments of the Peerless Motor Car Corporation last month established a new record and nearly doubled those for any previous January, according to L. R. German, president. Shipments totaled 1,275 cars. Peerless acquired 67 new dealers at the Chicago show.

GOODRICH TIRE CO. BUYS MORE LAND AT THOMASTON

Thomaston, Ga., Feb. 5.—The Goodrich Tire and Rubber Company has bought two large tracts of land adjacent to its mill here for the construction of mill cottages and access to water, it was learned yesterday. A total of 450 acres was purchased.

G. M. BUYS CONTROL OF McKINNON INDUSTRIES

St. Catharines, Ont., Feb. 5.—Shareholders of McKinnon Industries, Ltd., here today received the recommendation of directors that the offer of General Motors for control on the basis of three General Motors shares for four McKinnon shares be accepted.

A meeting to approve the offer will be held February 25. The McKinnon plants here and at Buffalo will be affected by the transaction, which will be followed by extensions costing $3,000,000 to $4,000,000 at the local plant.

Eaton Axle Rushes Plant Addition

Cleveland, Feb. 5.—Eaton Axle and Spring Company is rushing to completion an addition to its bumper plant that will double the capacity of that unit.

Acquisition of the gasoline tank cap business from the Monmouth Products Company by the Eaton Bumper and Spring Company was announced.

Eaton's business in January was the best the company ever experienced, and February will be another record producer. Night shifts are being increased in the axle division.

FIRESTONE SEES RUBBER PRICE AT 20c. LEVEL

Miami Beach, Fla., Feb. 5.—Harvey S. Firestone, president of the Firestone Tire and Rubber Company, asked about the future course of rubber prices, said: "Rubber has advanced from 17 and 18 cents a pound to 20 cents, which is a fair price, and the growers believe they should get 25 cents. I believe that American manufacturers have a supply on hand sufficient to meet all demands, and that if the price does advance it will be due to speculation and nothing else.

"Stabilization of the market is entirely due to the foresight of the manufacturers who formed the syndicate which has established the supply center in the United States rather than in London. This syndicate is the one thing that has enabled us to keep the situation well in hand. Of course, we were unable to do much last year, with the elimination of restriction, but we are in good shape now."

C. HASKEL BLISS, who has been assistant sales director of Nash Motors Company, has just been appointed director of sales, following the retirement from the company of Earl H. McCarthy, vice-president and sales director.

Millionth Ford A Off Assembly Line At Plant in Detroit

Detroit, Feb. 5—Production of the new Ford reached the first million yesterday afternoon when Model A engine No. 1,000,000 came off the assembly line in the motors building at the Rouge plant of the Ford Motor Company. The occasion was marked by the gathering of officials of the company who have been active in the production of the new car since its inception. Production is proceeding at the rate of 7,000 units per day.

On October 20, 1927, Henry Ford stamped the figure 1 on the first Model A motor to be assembled, and building of the new engine was under way.

It required seven years and two months to produce the first million Model T motors, while the first million Model A engines were made in slightly over fifteen months.

It was on October 1, 1908, that the first million mark was obtained. From then on production grew rapidly, until in 1927, when the fifteen millionth car was built, the company had facilities for producing two million Model T cars and trucks a year. Then came the decision to build a new car.

AUTOMOTIVE EXPORTS IN '28 AMOUNTED TO $522,097,974

Volume Represents Gain of Over 400% Over Six-Year Period and 29% Over 1927 Total

By FRANCIS P. DAILY

WASHINGTON, Feb. 5.—The tendency of the automotive industry during the last few years to establish record exports and then break the records was consistently maintained during 1928, it was disclosed today by complete figures compiled by the Department of Commerce.

Shipments, which in 1922 had reached the then tremendous figure of $104,505,518, have increased in volume to where the total for last year was $522,097,974.

This represents a gain of 400 per cent. in volume over a six-year period. The 1928 total likewise was $117,398,369, or 29 per cent. larger than in 1927, and $184,639,817, or 54 per cent., above the total for 1926.

The number of passenger cars exported during 1922 numbered 66,791 units, with a valuation of $51,049,816, while in 1928 the United States shipped 368,328 units, valued at $263,574,394, representing a percentage increase of 466 in number and 416 in value.

Truck shipments in 1922 totaled 11,443 units, with a value of $8,270,708, which increased to 138,782 units, valued at $91,321,468, percentage gains of 1,112 in number and 1,004 in value, during the last twelve months.

Production of passenger cars and trucks during 1928 was the highest ever recorded, 9.6 per cent. of the passenger cars and 26.2 per cent. of the trucks finding their ultimate destination in the foreign markets.

The average monthly export valuation during the year under review was $43,508,164, as against $33,724,967 in 1927.

On account of the changes in export classifications effective January 1, 1928, it is somewhat difficult to make a comparison with the passenger car shipments in 1927 by price classes. However, a fairly accurate basis of comparison may be effected by grouping the classes "Up to $500 inclusive," "$500 to $800" and "$800 to $1,200," in use during 1927, against the "low price range up to $1,000," used last year.

Exports in the three classes

(Continued on Page 2)

Compulsory Car Insurance Bill In N. Y. Legislature

Albany, Feb. 5.—Bills for compulsory automobile insurance under certain restrictions, as proposed by the New York State Automobile Association, were introduced last night in the Legislature by Senator George R. Fearon and Assemblyman Horace Stone, both of Syracuse.

The measures provide that a driver figuring in accidents in which personal or property damage is caused must establish proof of financial ability for future damages before being permitted to operate a car again.

Financial responsibility is defined at the rate of $1,000 for property damage and from $5,000 to $10,000 for personal damage.

The measures specify as causes of revocation of license reckless driving, speeding, intoxication, failure to report accidents and failure to pay judgments for damages where they have caused injury to persons or property.

Sponsors of the measure believe it will be greatly successful in curbing motor accidents.

VERMONT RAILROAD BUYS 500 AUTOMOBILE CARS

Brattleboro, Vt., Feb. 5.—So that the Central Vermont Railroad may properly perform its part in handling automobile shipments from manufacturing centers to New England, the road has arranged for quick delivery of 500 of the latest end-door type of automobile cars.

Oakland Adds 4-Pas. Sedan To Replace Former Landau

Detroit, Feb. 5.—Oakland Motor Car Company announces the special four sedan, which is being built to take the place of the landau sedan in the previous all-American series.

It is priced at $1,320, f. o. b., the factory. Luxurious interior equipment and attractive color jobs in duco characterize the new model.

Garnish rails of pecan wood, vanity case and smoking set and rubber floor mat, with felt back, are new features. Wheels in natural wood finish are standard, with six wire wheels and trunk rack available at extra cost, the spare being carried in fender wells. Contrasting shades of lawn and Ozark green finish the body, fenders and hood, with stripings and moldings in pioneer orange and moonstone gray.

WILCOX-RICH CORP. GETS AIRPLANE VALVE ORDERS

Detroit, Feb. 5.—Orders for valves have been received by the Wilcox-Rich Corporation recently from several airplane motor manufacturers in such volume that a special department for manufacturing and research in this line has been established, according to C. H. L. Flintermann, president of Wilcox.

THOMPSON PRODUCTS PLANS TWO ADDITIONAL BUILDINGS

Cleveland, Feb. 5.—Thompson Products Company will erect two additional buildings in Detroit in addition to the new plant. The expansion program will involve $1,000,000.

Notice of Change in Publication Dates

EFFECTIVE next week, a change will be made in the publication days of the Automotive Daily News. Heretofore this newspaper has been published on Monday, Tuesday, Wednesday, Thursday and Friday. On and after February 12 the publication dates will be Tuesday, Wednesday, Thursday, Friday and Saturday. This change in publication days is a matter of detail only, but it will enable the Automotive Daily News to give its readers an even more prompt and satisfactory coverage of the news of the industry than it has done in the past.

100 Willys-Knight Dealers To Gather at Minneapolis

Minneapolis, Feb. 5.—Recalling the sales figure predictions made by Willys-Overland factory executives at the annual dealer meeting held here last year, and which official new car registration figures just released show to have been more than equalled, one hundred Whippet and Willys-Knight dealers and their salesmen will assemble here on Thursday.

The gathering is expected to be the largest and most enthusiastic ever held in the Twin Cities during the annual automobile show being staged this week in the Northwest Exposition Building.

Official new car registration figures for the state of Minnesota covering the first eleven months of 1928 show the products of the Toledo builder to be in first place in numerical increase over 1927. Whippet and Willys-Knight sales practically doubled during the last year over 1927.

With Willys-Overland showing a national sales increase for the last year of 85 per cent., setting a new record for a twelve months' period, the gain in the Gopher State is approximately 100 per cent.

While official figures for the other Northwest states, including North and South Dakota, Nebraska and Montana, are not yet available, Willys-Overland, based on unofficial figures, will show approximately the same gains and leadership for these states.

The meeting which will be held Thursday at the Curtis Hotel with the dinner to follow in the evening will be addressed by George Graham, vice-president of Willys-Overland, Inc., and G. V. Orr, Northwest regional manager. O. E. Pederson, zone manager in charge of the company's Twin Cities office, will preside at the meeting, acting as toastmaster at the dinner and program of entertainment which is to follow.

Export Shipments Last Year Worth $522,097,974; Up 29%

Leading Markets for Cars in 1928 Listed

	Number.	Value.
Canada	42,253	$33,444,917
Argentina	39,734	26,261,702
Australia	38,352	23,474,735
Brazil	22,711	13,798,028
Union of South Africa	21,033	14,833,973
Belgium	19,521	15,914,492
Sweden	18,226	11,964,281
Mexico	12,841	7,935,346
Germany	12,607	10,802,521
United Kingdom	11,196	7,715,224
New Zealand	10,251	6,875,717
Spain	9,603	8,650,964
Denmark	8,847	5,492,784
Netherlands East Indies	8,829	5,435,880
Japan	8,419	5,997,039
British India	6,959	5,043,624
Cuba	5,984	4,050,405
Uruguay	5,665	3,764,455
Netherlands	4,939	3,771,839
Rumania	4,489	3,134,957
Chile	3,989	3,082,939
Philippine Islands	3,674	2,772,696
France	2,888	3,390,160
Egypt	2,752	1,896,279
Italy	2,566	2,054,069
Other countries	40,000	32,015,368
Total	368,328	$263,574,394

GERMAN MOTOR INDUSTRY CONSUMES MUCH STEEL

Berlin, Feb. 5.—The German motor industry in 1928 consumed 214,230 metric tons of steel, against 175,350 metric tons in 1927 and 74,750 tons in 1926.

Obituary Notes

CHARLES W. HAFSTROM

Arlington, N. J., Feb. 5.—Charles W. Hafstrom, vice-president of the Park Auto Sales Corporation here, died at his home in Queens after a brief illness. Born in Newark fifty years ago, he was for fifteen years transportation manager of the Brooklyn Edison Company. He is survived by his wife and three brothers.

EDWARD R. MASON

Des Moines, Ia., Feb. 5.—Edward R. Mason, local attorney, who in 1906 financed the first automobile made by Fred Duesenberg under the name of Mason, and for several years thereafter, was interested in early-day automobile plants in this community and the Mason-Maytag automobile factory in Waterloo, died January 29 as a result of injuries received the previous day when he fell on an icy walk near his home. He was 82 years old.

GEORGE W. PARKS

Boston, Feb. 5.—George W. Parks, a former motor car manufacturer, died February 3 at his home, in Brookline, aged 74. In 1919, after some years spent as a jewelry manufacturer in Providence, where he helped organize the firm of Parks Brothers & Rogers, he removed to Detroit, where he headed the National Motor Car Company of Canada.

Executive

Former District Manager for Manufacturer of high quality automobiles available for connection offering an opportunity to earn $7,500 to $15,000 a year. College graduate with fifteen years' experience in the automobile business covering every phase from engineering design to distribution. Address

Sales Executive
Automotive Daily News
350 Hudson Street
New York City

(Continued from page 1)

totalled 236,937 units, with a value of $144,973,761, while the "low price range up to $1,000" accounted for 280,440 units, having a valuation of $149,986,264 in 1928.

Improvement in exports of low-priced units for the comparative periods was substantial, yet it was undoubtedly far below the figure which would have been reached, had it not been that the output of the two largest producers was suspended for a time incidental to the bringing out of new models.

Production in the medium-price group was steadily maintained and was reflected in shipments totaling 76,334 units, valued at $85,731,122, as compared with 32,429 in number and $40,422,571 in value during 1927, giving percentage increases of 136 in number and 112 in value.

Exports in the high price range exhibited a satisfactory upward tendency and were substantially higher than those recorded in the preceding year.

With the single exception of "trailers," the export value of all other automotive products was considerably higher during 1928 than in the year previous.

Shipments of engines for trucks and buses exceeded those of 1927 by 66.6 per cent. in number and 59 per cent. in value.

Asbestos brake lining increased 73.3 per cent.; automotive fire engines had a 45.2 per cent. gain in value, and detachable marine engines improved by 45.7 per cent., while the combined valuation of automobile parts for assembly and automobile parts for replacement amounted to $122,754,124, surpassing the total export value of "all automotive products" in 1922 by more than $18,000,000.

Exports of passenger cars and chassis to Canada numbered 42,253 units, having a value of $33,444,917, as compared with 34,136 units, valued at $26,426,826 in 1927, and advanced this country to the leading position as an export market under this classification.

Argentina received 39,734 cars, as compared with 34,245 in 1927, and an increased valuation of $4,904,323, retaining the next place of importance as a passenger car market for American vehicles.

Generally unfavorable conditions existing in Australia for some time had their effect in dropping this country to the third market position from its ranking position occupied at the end of the year previous.

Notable increases in the imports of American cars were made by Sweden, Mexico, New Zealand, Japan and France. The average unit value for passenger car shipments was $716.

On the basis of number of trucks shipped, Australia retained its leading market position in 1928, but was considerably under Argentina when considered in connection with the value of the goods received.

Brazil dropped from second to third place, although the number of units received and their value were much higher than in 1927. Countries registering decided gains in their imports of trucks from this country were Sweden, Mexico, Germany, Chile, Japan, Rumania and Greece. The average unit value of truck shipments was $659.

Imports of automobiles and chassis were below the 1927 figure in both number of units and value. However, the slight gain in imports of bodies and parts caused the total import figures to advance 14 per cent. over the 1927 total.

INDUSTRIAL ALCOHOL COMPANIES IN MERGER

New York, Feb. 5.—Announcement was made today of the completion of the consolidation of five alcohol manufacturing companies into the second largest development of its kind in the United States. The project was engineered by the Rossville Commercial Alcohol Corporation, under the leadership of Victor O'Shaughnessy, president. Affiliated with this company, which will retain its name, are the Orange Grove Refining Company, Federal Products Company, Seaboard Chemical Company, and Industrial Chemical Manufacturing Company. This gives the new corporatins representation in Lonisiana, Indiana, Ohio, New Jersy and New York.

Truck Markets for 1928 Exports Shown

	Number.	Value.
Australia	17,305	$8,359,294
Argentina	15,771	12,256,545
Brazil	14,306	7,560,719
United King'm	6,953	8,521,331
Sweden	6,950	3,772,353
Belgium	5,629	2,277,056
Netherlands East India	5,626	2,847,476
British India	5,340	3,314,408
Denmark	4,472	1,983,283
Union of South Africa	4,271	2,774,408
Spain	4,406	2,826,565
Mexico	3,274	2,595,580
Germany	2,758	1,408,908
New Zealand	2,306	1,409,411
Philippine Isl.	2,153	1,370,744
Japan	2,024	1,728,562
France	1,604	682,402
Uruguay	1,558	1,039,657
Cuba	1,407	1,530,751
Brit. W. Africa	1,362	1,328,559
Colombia	1,314	1,999,615
Rumania	1,267	724,644
Egypt	1,237	572,189
Chile	1,209	1,285,958
Greece	953	586,565
Other countries	23,327	16,464,485
Total	138,782	$91,321,468

TO PROBE INSURANCE RATE BOOST IN ONTARIO

Toronto, Ont., Feb. 5 (U. T. P. S.).—Appointment of a commission by the Ontario government to see whether the underwriters of automobile insurance were justified in their action of raising the insurance rates on motor cars by 27 per cent., is announced.

W. H. Price, attorney-general for the Province of Ontario, states the action of the insuranec men will be thoroughly probed by the government's commission and that the names of the men forming the commission will be made public in the Ontario Legislature this week.

THIEN OF G. M. EXPORT PLANS WEEKLY MEETINGS

New York, Feb. 5.—Robert R. Thien, manager of the advertising division of General Motors Export Company, held a meeting of the advertising personnel recently in the Gothic Room of the Park Central. Mr. Thien expects to hold meetings regularly each week for consideration of the advertising program for the organization, which is selling cars and trucks in more than 100 countries.

SOUTHERN PACIFIC TESTS NEW ELECTRIC COACH

San Francisco, Feb. 5.—The Southern Pacific Company is conducting tests of the new self-generating electric coach built by the J. C. Brill Company and delivered here under its own power, preliminary to further deliveries and use of the coach in San Francisco Bay commutation and California local passenger service. The coach is capable of hauling a three-car train at a speed of fifty miles an hour.

NEW TIMKEN ROLLER TUBE MILL TO BE READY SOON

Canton, O., Feb. 5.—The new tube mill, which the Timken Roller Bearing Company is constructing on a newly acquired site south of its present factories at a cost of approximately $1,000,000 as the first unit of a vast new auxiliary plant will be ready for operation by April 1, it was announced by officials Saturday.

PLANT IS ENLARGED

Evansville, Ind., Feb. 5.—Springer & Winiger Machine Company, automotive service specialists, 1st Avenue and Bond Street, has virtually doubled the operating area of the plant with the acquisition of an adjoining building fronting on 2d Avenue and Bond Street, making the enlarged plant frontage equal to a city block in length.

OHIO STANDARD OIL CUTS GAS PRICE 1 CENT

Cleveland, Feb. 5.—Standard Oil Company of Ohio has reduced service station gasoline prices 1 cent a gallon, making the new prices 18 cents for Red Crown and 21 cents for Sohio ethyl, including tax.

SPARKS from DETROIT

Anderson's "Spark Plugs"

* * *

Voice from the Past

* * *

Tallest Retail Salesman

* * *

150,000 Honks

Walter Boynton—Detroit Editor

OLD-TIMERS in Detroit will recall a column that used to run every week in Detroit Saturday Night. It was called "Autos and Automists," and was signed "Spark Plug." This, be it noted, was a long time before Barney Google and his brown-eyed baby were even thought of.

"Spark Plug" was a pseudonym for Lee Anderson, back in 1909, when he was an energetic young newspaper man and was chronicling the industry with which he was later to be connected as an advertising man. He had the reporter's instinct then, as he has now, no doubt, and he wrote a mass of items that made interesting reading when they were first printed.

Now, after a lapse of twenty years, they are still interesting, from another angle. We quote:—

* * *

"The Detroit local branch of the Ford Motor Company announces the sale to Detroiters during the past week of twelve Model T touring cars, while thirty-eight of the same type have been sold in the state.

"William F. V. Neumann & Co. are showing eight models of the 1909 line of Welch cars, including the runabout, toy tonneau, touring and limousine cars of both four and six-cylinder type. The touring and closed cars are unusually handsome and luxurious, and in the runabout and small tonneau model the radiator has been set far back of the axle and the frame lowered, which gives them an unusual appearance of speed and style."

* * *

ANOTHER voice from the past is that of Representative Simms of Tennessee, who is quoted as having said at about the same time:—

"The automobile furnishes a dangerous means of travel, not only for the people who ride in it, but for pedestrians. The automobile is an all-around nuisance. I don't want to be a 'chicapiny' (probably the modern chinkapin—Det. Ed.), about this, but I am not in favor of this appropriation. I am opposed to this Congress going on record as favoring automobiles as a means of travel. I do not want anything done here that will amount to us saying to the automobile fanatics of the country: 'We hereby encourage you.' Let us vote down this thing."

Present whereabouts of the broad-minded and far-sighted gentleman from Tennessee are not, at the moment, recalled.

* * *

Fred J. Fisher, a vice-president of General Motors, has been named a Knight of the Order of Malta.

* * *

Wesiman Motor Sales, one of Chevrolet's numerous Detroit dealers, boasts the tallest retail salesman of record. Salesman Williams stands 8 feet 2 inches in his shoes. His upstanding nature is of advantage to him in many ways, one of which is that he needs no desk or other article of furniture upon which to write an order for the customer to sign. He just uses the roof of the car selected by the prospect—and has to lean over a little to reach down to it.

* * *

Over at the Chrysler engineering laboratory they have a device for counting the number of times an automobile horn will honk before the mechanism gives way under the strain. The average, it has been determined, is around 150,000 honks. In practice, this number appears to be greatly exceeded, the average impatient motorist using fully that number in his attempts to horn himself out of a traffic jam, and without any noticeable sign of abatement of horn energy. The advantage at the Chrysler laboratory is that no one has to listen to them, because they are in a sound-proof room. An insensate mechanism counts the honks and records the total reached before the horn ceases to function.

* * *

A feature of the Chevrolet dealers' gatherings is a Movietone film of W. S. Knudsen, president, and R. H. Grant, vice-president in charge of sales, discussing the new six. Both of these gentlemen are to be congratulated on their "screenability," if that's the word. Perhaps their real interest in the subject matter of the flm may explain their natural appearance before the camera. Conspicuous—by its absence—from the properties incidental to the picture is the bass drum that was presented to Mr. Knudsen by the newspaper men when they were guests of Chevrolet in Detroit last fall.

* * *

Scoop Shuart, who has had some opportunity for observation, reports that the crowds at the most recent show of the Detroit Auto Dealers' Association was the "buyingest" that he had even seen. Dealers generally reported to Mr. Shuart that prospects were more numerous than ever, and the outlook is for a boost in registrations here, as a direct result of the many minds that were made up at the show.

Mr. Shuart's re-election as secretary of the Michigan Automotive Trade Association was not wholly unexpected by the well informed.

FORD DEALERS IN WEST OPTIMISTIC OVER OUTLOOK

Salt Lake City, Utah, Feb. 5.—Ford dealers from four Western states recently concluded a convention at the Newhouse Hotel in which they discussed many problems pertaining to the business. E. H. Huisch, manager of the intermountain territory, presided. It was declared by different speakers that the outlook for their business during 1929 was very good.

GRIFFITHS GOES ABROAD TO STUDY STEEL INDUSTRY

New York, Feb. 5.—Chairman F. J. Griffiths of the Central Alloy Steel Corporation sailed Saturday for Europe, where he will spend two months visiting leading steel works in France and Germany. Mr. Griffiths was accompanied by the company's director of research and plant metallurgist.

Cincinnati Car Sales in January Show Increase

By ROGER BURLINGAME

CINCINNATI, Feb. 5.—Sales of new and used cars took a spurt during the last ten days in January, and as a result the month's registrations showed a slight increase over January a year ago.

The month, however, was a distinct disappointment, as compared with December sales. The new car sales in January totaled 1,471, as compared with 1,324 in the same month a year ago, and the used car total was 6,068, as compared with 6,042 in 1928. December new car sales were 2,255 and the used car total 7,634.

Much of the heavy December showing, however, can be attributed to the fact that November and early December sales were withheld in many instances until December 20, the first day it was permissible to use 1929 license plates, buyers thereby avoiding the necessity of paying a half-year license for 1928.

In view of the apparent slow-up in the early part of January some disappointment was felt, and dealers, in many cases, were fearful that the month would fall behind last year. The more optimistic, however, expressed confidence and were of the opinion that buyers simply were holding off until after the show.

The spurt during the last ten days of the month has vindicated their judgment, and the general opinion now is that February also will top last year, and a continued demand is looked for until the spring season opens. Frank J. Santry, vice-president of the Cincinnati Auto Dealers' Association and Nash distributor within a 100-mile radius of Cincinnati, is highly optimistic and forecasts a prosperous year with an unusually good spring demand.

"Dealers throughout the territory are in the best spirits and making plans for a record business," said Mr. Santry. "Cincinnati has been most fortunate in the lack of unemployment and the highly prosperous conditions generally. This also seems to have had its effect in the territory adjacent to the city, and small-town and rural dealers are very confident. It was only natural that buyers should hold off until after they had looked over all the cars at the show, and the unusual interest displayed there convinced me that we were in for a good season. Of course, the weather will be the chief factor with which we must contend, but there is nothing disheartening in the outlook, and, in my opinion, the weather alone, if it is a repetition of last year's conditions, will present a record spring business.

"The most heartening factor is the used car demand, and the fact that dealers are now making a profit in trades. Used car inventories in nearly all cases are low, and with the aid of the Better Business Bureau of Cincinnati, 'gyp' methods have been curbed and legitimate dealers are having little trouble in disposing of good used cars, save, perhaps, in one or two cases, where higher priced vehicles are proving a problem."

ONTARIO BUS OWNERS PROTEST LEVY, GAS TAX

Toronto, Ont., Feb. 5 (U. T. P. S.).—Declaring that the increase by the province of Ontario in the gasoline tax to 5 cents per gallon had seriously affected the motor bus business and with the present scale of mileage levy operators could not possibly make any profit, a deputation representing the Ontario Bus Owners' Association waited upon Hon. G. S. Henry, minister of highways.

The spokesmen, J. Sedgewick, general counsel, and E. Winfield, secretary-treasurer, asked for relief from present taxation, based upon seating capacity and mileage of route. It was pointed out that taxation on bus owners and operating costs were both lower in the United States than in Ontario. The minister of highways promised consideration of the request.

Buffalo, N. Y., Feb. 5.—Albert J. Lux has taken over the Hudson-Essex franchise at Lockport, N. Y. He has opened sales and service quarters at Richmond Avenue and Ontario Street, and will be in personal charge of the new firm's operations.

BROCK HEADS COMMITTEE ARRANGING TRENTON SHOW

Trenton, N. J., Feb. 5.—John L. Brock, president of the Trenton Automotive Trade Association, is chairman of the committee arranging the annual Trenton Automobile Show to be held at the armory for the week beginning Saturday, February 16, up to and including the following Saturday, February 23. William A. Weinmann, vice-president of the trade body; Arthur Perkins, L. T. Rogers and Philip McKeag, make up the rest of the committee.

HEADS PONTIAC SALES FOR G. M. OF CANADA

Toronto, Feb. 5.—E. R. Birchard has been appointed general sales manager of the Pontiac division of General Motors of Canada, formerly linked with the McLaughlin-Buick Company, but which has now become a separate sales unit.

E. R. Birchard

Mr. Birchard is a veteran of the automobile industry, having entered the service of the Russell Motor Car Company on his graduation in engineering from the University of Toronto twenty years ago. Mr. Birchard is no stranger to General Motors dealers, having been for the last three years assistant general sales manager of the Chevrolet Motor Company of Canada, in charge of organization and distribution.

Date Is Changed for Annual Chicago Salon

Chicago, Feb. 5.—The fifteenth annual Chicago Automobile Salon will be held at the Drake Hotel in the second week of October of this year, this annual exhibition to be held every fall hereafter at the Drake, it is announced here.

The change of date has been agreed upon. Construction of an annex to the Drake, now under way, will be completed before that time and additional space will be available for salon exhibits providing for an increase of at least eighteen cars. This will make the Chicago Salon even larger than the New York exhibition. Total sales at the Salon this week reached more than $3,000,000, it is estimated.

STEAMSHIP LINE USES DIRECT BUS CONNECTION

Jersey City, N. J., Feb. 5.—The Dollar Steamship Line has put into operation a direct motor bus connection with the round-the-world liners from the railroad terminal and hotel district of New York city.

WINDSOR SHOWROOM IN N. Y. OPENS TOMORROW

New York, Feb. 5.—The Windsor Corporation, manufacturer of the new Windsor White Prince Sixes and Eights, is to have its own display on Broadway. The new de luxe showroom, to be known as the Windsor Salon, is to open tomorrow at 1860 Broadway, at 60th Street.

Here the motoring public may review the entire Windsor line of White Prince models displayed in two salesrooms combined. Franklyn A. Blank, vice-president, in charge of Windsor's eastern sales territory, will make his headquarters at the new location and there supervise both the wholesale and retail sales. Windsor Salon is being completely redecorated in anticipation of the opening.

ALTOONA SHOW WILL BE HELD FEBRUARY 16-23

Altoona, Pa., Feb. 5.—The Altoona automobile show will be held February 16-23 at the Motormart. Passenger cars, accessories and shop equipment will be on display.

MARMON

UNDER THE DIRECTION OF

G. M. WILLIAMS

Marmon Roosevelt

The Outstanding Franchise of the Industry Today . . .

G. M. Williams, President Marmon Motor Car Company, under whose direction this company has attained the greatest success in its long history.

The dealer today needs price range—the opportunity afforded by a single franchise to sell in all primary price fields.

More than four years ago the management at Marmon set out to construct such a franchise.

Two years ago Marmon entered into the medium price fields with a straight-eight at $2000.

In January, 1928, Marmon introduced a straight-eight in medium price range—at $1500.

And now Marmon is completing the third cycle of full-line coverage with the recently announced Roosevelt—a straight-eight under $1000.

As a result of this program the Marmon dealer now has as his sales opportunity practically the entire automobile buying population. Just contrast this to the dealer with only a low priced line—or with the man with only a medium priced car to sell . . . Marmon now caters to all—meeting any competition at low price, medium prices—higher prices—and with a straight-eight all along the line.

For these reasons we find sufficient reason for saying that "MARMON—ROOSEVELT" is the outstanding dealer opportunity of the industry today.

Dealers will not only do well to watch Marmon—but better still to get with Marmon.

Full information concerning your territory (if available) may be had by addressing the factory.

MARMON MOTOR CAR COMPANY • INDIANAPOLIS, IND.

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

Published Every Day Except Saturday and Sunday by
AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,
350 Hudson St., New York, N. Y.
O. J. Elder, President; George M. Slocum, Vice-President; Alexander Johnston, Secretary.

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WEDNESDAY, FEBRUARY 6, 1929

ADVERTISING AND BUSINESS HEADQUARTERS

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EDITORIAL DEPARTMENT

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Alexander Johnston, Editor; L. E. Levick, News Editor; Walter Boynton, Editor Detroit Bureau, Detroit, Mich., phone Empire 3500. Contributing Editor: John C. Wetmore.

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Lightening the Burden

SOME time ago The Automotive Daily News told its readers that the Supreme Court of the United States had handed down a decision placing the entire blame for an accident at a railway grade crossing on the shoulders of the motor vehicle driver involved. The Supreme Court very frankly said that the entire onus for caution rested on the motor vehicle driver; that it was his duty not only to stop, look and listen at a grade crossing but, if necessary, to get out of his vehicle, walk to the tracks and make certain that no train was approaching.

The assumption of the court seems to be that the driver of the motor vehicle is the only one involved in the situation created by the grade crossing who has freedom of movement and that consequently he must shoulder the whole burden of taking adequate precautions. The railway engineer, bound by the right of way of his steel rails, is exempt from precaution because he lacks mobility of movement.

The position is understandable, but the sweeping nature of the decision seems to remove from the railway company responsibility for taking the only precaution which it can by making the crossing as safe as such meeting places of different types of traffic can be made. There are grade crossings which, from the nature of the physical surroundings, are simply death traps. In spite of this, the railways do not try to make them as safe as circumstances will permit. There are methods of making even the worst grade crossing somewhat safe. But under the present law the responsibility for doing this, in so far as assessing culpability for the individual accidents is concerned, is removed from the railway company's shoulders. The fact that it has been careless enough to permit a crossing to exist in an unprotected condition has nothing to do with the case of the motor vehicle driver injured at a grade crossing.

Two bills have been introduced in Congress to alter this situation and remove some of the responsibility from the vehicle operator's shoulders. Both these bills have been referred to the Judiciary Committees of the Senate and the House. No action has as yet been taken, and it would be well for automotive organizations to bring pressure to bear to see that the bills receive attention.

Protecting Our Glassmakers

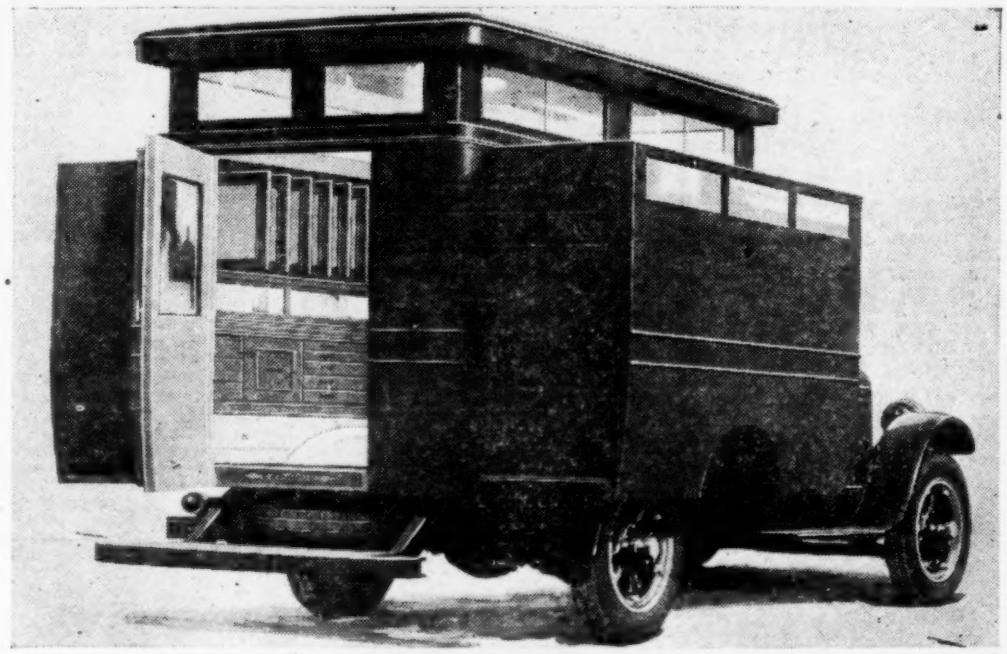
THERE is an interesting sidelight on how one industry can affect the operations of another in the increased duties recently proclaimed by President Coolidge on plate glass shipped into this country from abroad.

In 1922 the trend which had been noted from the "open car" to the closed model became not a mere tendency but an overwhelming movement. Sedans and coupes largely displaced touring cars and roadsters as the principal units on the production line. The first industrial result to make its effect apparent was a tremendously increased demand for plate glass for closed car windows.

The demand grew so rapidly that our glass manufacturers were caught napping. They could not fill the rush of orders which suddenly poured in on them. The immediate result was an enormous increase in importations of glass suitable for closed car windshields and windows. Imports of this class of product never before had exceeded 3,000,000 square feet a year. In 1923 importations of plate glass rose to 25,000,000 square feet, which represented about 30 per cent. of the domestic production.

The suggestion to our plate glass manufacturers was obvious. They began increasing their plants to meet this new demand. But the demand also grew, and it took our glass people several years to catch up with the growing demand. Now they have plants which can supply the demand, and, as a result, the increase in tariff has been proclaimed. Under the old schedule the duty on plate glass ranged from 12½ cents to 17½ cents per square foot. The new schedule raises this to a range from 16 to 22 cents per square foot, according to the plate size.

Expando Mobile Merchandising Units



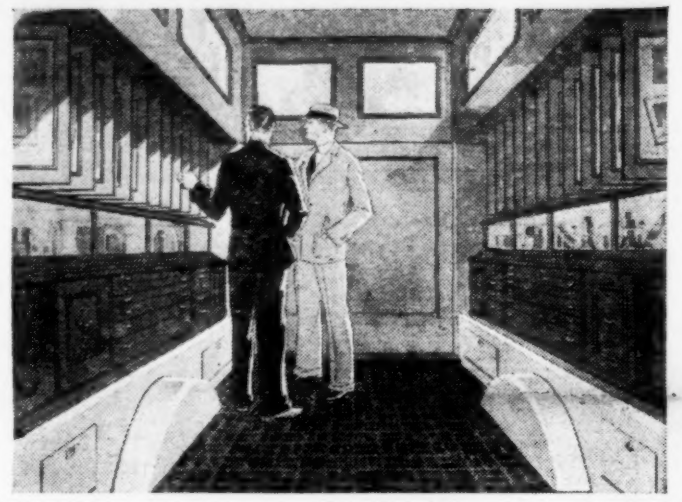
Expando Bodies Aid Territorial Sales Campigns

Chicago, Feb. 5.—There is an old saying that you can't teach an old dog new tricks, but there is no reason for not teaching an old trick to a new dog.

Working on this theory the Expando Company has successfully applied a new method to an old practice. Traveling markets are older than history itself. Yet the application of the Expando method has opened new roads for mobile territorial selling, and has also opened new outlets for automobile sales.

The Expando bodies are available for all automobile chassis, and are made as standard for Dodge Brothers, Chevrolet, G. M. C. and Reo trucks. When under way the Expando body has no overhang and takes up no greater width on the road than the ordinary motor car or delivery truck. When the desired location is reached, the operator presses a button and the two sides of the body move outward, creating a store space within the body the full width of the ordinary motor truck body, with the products for sale neatly arranged in nooks in the walls. Drawers for storing additional stock are provided. The top of the Expando body moves upward, providing greater height, and the glass cupola permits the interior to be flooded with light.

The mobile store is attractively furnished within, which lends an air of dignity and stability to the business being transacted in it. These bodies are said to have been found particularly advantageous for advertising campaigns and selling automobile accessories and supplies.



PENNSYLVANIA ASSN. STUDIES LEGISLATION

Harrisburg, Pa., Feb. 5.—Out of 459 bills before the Pennsylvania State Legislature approximately 103 provide for the establishment of state highways, despite the fact that the last two legislatures auhorized the addition of 2,386 miles to the highway system, according to Frank D. Saupp of Pittsburgh, legislative chairman of the Pennsylvania Automotive Association, and C. S. Klugh, manager.

They report a disposition on the part of some state officials to favor an increase in either the gas tax or registration fee, or both, while many association members are opposed to any increase. A three-cent gas tax and the present registration fee will allow the highway department sufficient revenue for a big yearly program, the association report states.

GARDNER SAYS STOCKS TOO HIGH AT 25 LEVEL

Chicago, Feb. 5.—Russell E. Gardner, president of the Gardner Motor Car Company, said in connection with the rise of the company's stock to a new high of 25: "The price reached by Gardner stock is too high, and more than discounts present development of the company's affairs."

HASKELL OF TRIPLEX PROTESTS GLASS DUTY

Washington, Feb. 5. — Contending that the potential demand for thin plate glass for laminating purposes could be supplied only by importation from abroad, A. L. Haskell, president of the Triplex Glass Company of Passaic, told the House Committee on Ways and Means that this type of glass, used principally for automobile windshields, should be exempted from the proposed increase in tariff.

As the duty on plate glass at present amounts to 12 to 15 cents per foot in the sizes used for motor vehicles, this represents a duty of approximately 30 to 45 per cent. on the value of the glass as compared with United States selling prices, Mr. Haskell told the committee.

MAXWELL VICE-PRESIDENT OF STANDARD OIL OF OHIO

New York, Feb. 5.—A. M. Maxwell of New York has been elected vice-president and general sales manager of the Standard Oil Company of Ohio, it is officially announced by W. J. Holliday, president of the board of directors. He will assume his new duties on February 15.

HUDSON-ESSEX EXPORTS TO EUROPE LEAD IN 1928

Detroit, Feb. 5.—More than one-third of all the American automobiles imported into England were Essex Super-Sixes, and Hudson-Essex cars combined led all other American cars imported into Europe, according to the official figures for 1928, published by the Automobile Trade Commissioner in Paris.

CALENDAR OF COMING EVENTS

JANUARY

23-Feb. 6—Cairo, Egypt. Second International Automobile Show.
30-Feb. 10—Rome, Italy. International Automotive Exhibition.
30-Feb. 16—Rome, Italy. International Salon.

FEBRUARY

2- 9—Hamlin, Minn. Northwest Automobile Show.
2- 9—Harrisburg, Pa. Nineteenth Annual
2- 9—Minneapolis, Minn. Northern Automobile Show at Livestock Pavilion.
2-10—Seattle, Wash. Automobile show.
4- 6—St. Petersburg, Fla. Automobile show.
4- 9—Toledo, O. Annual automobile show.
4- 9—Ottawa, Canada. Motor Show at Coliseum.
4- 9—Syracuse, N. Y. Automobile show.
4- 9—St. Louis, Mo. Automobile show.
4- 9—Grand Rapids, Mich. Automobile show.
4- 9—Wichita, Kan. Automobile Dealers' Association Show.
5- 7—Charleston, S. C. Automobile show.
5- 9—Kewanee, Ill. Automobile show.
5- 9—Peoria, Ill. Automobile show.
6- 9—Morristown, Pa. Automobile show.
6- 9—Lawrence, Mass. Automobile show at American Woolen Co. Building.
6- 9—Rock Island, Ill. Automobile show.
6- 9—Cedar Rapids, Ia. Automobile show.
7- 9—Worcester, Mass. Automobile show.
7-10—Rockford, Ill. Twentieth Annual Motor Car Show.
9-16—Akron, O. Automobile show.
9-16—Kansas City, Mo. Automobile show at American Royal Building.
9-16—Los Angeles, Cal. Automobile Salon at Hotel Biltmore.
9-16—Plainfield, N. J. Automobile show at Amusement Academy.
11-16—Binghamton, N. Y. Automobile show. State Armory.
11-16—Denver, Col. Automobile show at Auditorium.
13-15—Washington, D. C. National Paving Brick Manufacturers' Association, annual meeting at Mayflower Hotel.
13-16—Mankato, Minn. Automobile show.
13-18—Denver, Col. Automobile show.
16-23—Canton, O. Automobile show.
16-23—Hartford, Conn. Automobile show.
16-23—Providence, R. I. Automobile show.
16-23—Trenton, N. J. Fourteenth Annual Automobile Show.
18-23—Fall River, Mass. Automobile Show
18-23—Des Moines, Ia. Automobile show
18-23—Omaha, Neb. Automobile show.
18-23—Memphis, Tenn. Automobile show
18-23—Chattanooga, Tenn. Annual automobile show.
21-23—Holyoke, Mass. Automobile show.
22-Mar. 3—Copenhagen, Denmark. Automobile exhibition of passenger cars.
23-Mar. 2—San Francisco, Cal. Automobile Salon at Palace Hotel.
25-Mar. 2—Indianapolis, Ind. Automobile Trade Association, annual automobile show.
25- —Houston, Tex. South Texas Annual Automobile Show.
25-Mar. 2—Springfield, Mass. Automobile show
26-Mar. 2—Evansville, Ind. Eighteenth Annual Automobile Show.
27-Mar. 2—Sioux City, Ia. Automobile show.

MARCH

2- 9—Boston, Mass. Automobile show.
2- 9—Charlotte, N. C. Automobile Display Week.
2-10—Los Angeles, Cal. Sixteenth Annual automobile show.
3-13—Leipzig, Germany. Automobile fair.
5-10—Springfield, Ill. Automobile Dealers' Association. Eleventh Annual Automobile Show.
9-16—Fort Worth, Tex. Automobile show.
9-17—Copenhagen, Denmark. Trucks, motorcycles, etc., shows at Forum.
15-24—Geneva, Switzerland. Automobile show.
16-23—Quebec, Canada. Automobile show at Drill Hall.
17-23—San Diego, Cal. Automobile show.

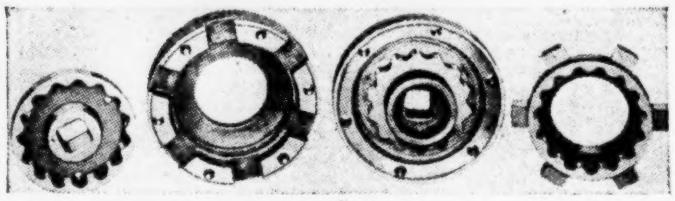
APRIL

—Detroit, Mich. Second Annual All-American Aircraft Show at Convention Hall.

New Accessory and Equipment Offerings

KROHN KOMPENSATING DIFFERENTIALS

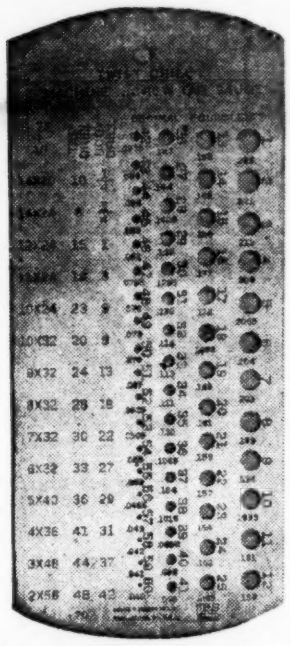
KROHN DIFFERENTIAL CORPORATION
209 South La Salle St., Chicago, Ill.



Krohn compensating differentials are said to have all the advantages of the ordinary differential so far as turning corners is concerned, but also distributing the power of the engine to the driving wheels in quantities that each wheel can use. In event of only one wheel retaining its tractive ability sufficient power will be transmitted to it to move the load, contingent, of course, upon the engine power, in this way eliminating the spinning wheel with resultant loss of power, waste of fuel and wear and tear on tires. Because of the interlocking action the braking power is said to be distributed to all wheels in proper proportion with the result that braking effort becomes more effective even with uneven braking surfaces. These differentials have been manufactured in a limited way by H. MacFarlane & Co., and the new company, the Krohn Differential Corporation, has been recently organized to expand the business.

DRILL AND SCREW TAP GAUGE

BROWNE & SHARPE MFG. CO.
Providence, R. I.



Recently announced a new twist drill and machine screw tap gauge No. 707. Selection of drills by trial is eliminated through the use of this gauge, which tells at a glance the correct drill to use with any common size of machine screw tap. Reference to the gauge prevents errors and speeds up work. No. 707 is hardened, and all sizes are carefully tested for accuracy after hardening. On the left side of the gauge is a table giving size of tap, pitch of thread, size of tap drill required and size of drill for making hole through which outside diameter of tap will pass. Figures beneath each hole on the gauge represent size of drill in thousandths of an inch and the figures, 1 to 60 inclusive, near the hole, indicate the number of the drill.

NORTH EAST BUS CATALOG

NORTH EAST ELECTRIC CO.,
Rochester, N. Y.

North East Electric Company has just issued a new edition of its Bus Catalog, 100-B. This catalog lists its complete line of heavy duty generators, starting motors, ignition, control units, horns and speedometers. It is available on request.

MORSE TWIST DRILL AND MACHINE COMPANY

NEW BEDFORD, MASS.

A new pamphlet has just been published by the above company describing the performance of the new Circle C Cobalt Steel drills for drilling manganese steel. These drills were announced recently and have been showing remarkable performance. Cutters are also available in the same material and are said to show many advantges of the regular high speed steel cutters.

GENERAL ELECTRIC CO.

SCHENECTADY, N. Y.

Form G heater is the latest development of this company for use in connection with industrial ovens of all types. The standard heater is available in two ratings, for ovens

operating at temperatures up to 750 degrees F., and for temperatures to 1,150 degrees F. The latter is constructed with special alloy frame. All parts of the Form G heater are of ample proportions to withstand continuous service under manufacturing conditions. It is arranged for wall or floor mounting and where space is limited, it may be mounted in a horizontal position.

MOTOR VEHICLE SALES SHOW GAIN IN DALLAS

Dallas, Tex., Feb. 5.—Sales of new cars in this city and county during 1928 showed a material increase over those of the previous year, according to a report issued recently by J. H. Connell, executive secretary of the Dallas Automotive Trades Association.

This report shows that 783 new cars and trucks were sold during December, 1928, as compared with 477 for the same period in 1927. Total sales for the year just closed were 13,221 against 9,613 for 1927.

Important Announcement Regarding Change of Publication Dates

On and after February 12th Automotive Daily News will be published from Tuesday to Saturday, inclusive, instead of from Monday to Friday, inclusive.

Subscribers will benefit because of the better service that Automotive Daily News will be able to render because of this change.

Closing time for advertising is as follows:

ISSUE OF	*FORMS CLOSE*
Tuesday	Monday 9 A. M.
Wednesday	Tuesday 9 A. M.
Thursday	Wednesday 9 A. M.
Friday	Thursday 9 A. M.
Saturday	Friday 9 A. M.

Automotive Daily News

H. A. Tarantous, *Bus. Mgr.* **Graybar Building, New York City**

Willard R. Cotton
Western Manager
333 No. Michigan Ave.
Chicago, Ill.

DETROIT OFFICE
Geo. M. Slocum, Mgr.
General Motor Building
Detroit, Mich.

J. Edward Schipper
Eastern Manager
Graybar Building
New York

BOSTON OFFICE
Metz B. Hayes, Mgr.
Little Building
Boston, Mass.

PACIFIC COAST
Blanchard, Nichols & Coleman
Am. Nat. Bank Building
San Francisco, Cal.

DEALERS TELL OF EXPANSION PLANS

The Retail Business in Paterson, N. J., Grows

Paterson, N. J., Feb. 5.—Growth of the retail automobile business in this city during 1928 is reflected in plans announced by dealers here for even greater expansion this year.

The Brogan Cadillac-La Salle Company, 741 Madison Ave., is now located in its new building, where it has more than doubled the floor space of the old location, and with two huge show windows is better able to effectively display its cars.

The Coleman-Halloran, Inc., Dodge dealer in cars and trucks, has started the building of a new sales and service headquarters at Market and East 35th Streets, where it will have 40,000 square feet of floor space. Two hundred additional feet of property in the rear of the site is being reserved for future expansion.

Four dealers have announced appointment of new sales managers.

Harley W. Hesson has just been appointed manager of the commercial car department of the John A. McCrane Motors. He will have full charge of the sales of the Reo Speedwagon.

Frank Hillier has just been appointed sales manager for the Wyckoff-Paterson Motors, whose showroom is located at 109 Paterson St. Hillier was connected with the Nash-Paterson Company for nearly three years, part of which time he managed their used car department. He assumes his new duties at once. Wyckoff-Paterson Motors has just taken over the Hudson-Essex dealership for this territory.

Edwin R. Bell, formerly of the local office of the Paterson Packard Company, was made manager of that firm's Passaic branch recently when the Paterson Packard Company took over the John F. Walsh Company at 757 Main Ave., Passaic. In 1917 Bell joined the local Packard organization when it located in a small showroom at 485 Broadway, as a truck salesman.

The sales manager of the Paterson Packard Company, whose salesroom is located at Market and East 25th Streets, is announced as Joseph W. Barber. Previously he was assistant general manager for R. W. Bates over a period of four and one-half years.

RICHARDS-OAKLAND CO. ADDS 4 NEW DEALERS IN DETROIT DISTRICT

Detroit, Feb. 5.—The Richards-Oakland Company, Oakland-Pontiac distributor in the Detroit area, has added four new dealers to the roster. They are: Alter-Mack Auto Sales, Coates-Baker, Inc., Joseph G. Marvin Company and Cressy Motor Sales.

Joseph G. Marvin, who heads his company, was with the Richards-Oakland Company for three and a half years before entering business for himself. Just now the company is occupying temporary headquarters, waiting the completion of its new building.

Heading the Alter-Mack Company is C. M. Kyle as general manager. He is well known in this territory, where he has operated for a number of years. The Cressy organization has T. A. Cressy as president and general manager. Mr. Cressy has had a long experience in the automotive trade here.

C. E. Coates, president and general manager, and Bert Baker, vice-president of Coates-Baker, are both familiar figures in the retail end of the industry.

COURT HOLDS DONNER STEEL INFRINGED ON PATENTS

Buffalo, N. Y., Feb. 5.—Judge John R. Hazel of the United States district court for Western New York has handed down a decision holding that the Donner Steel Company of this city infringed on eight patents held by the Witherow Steel Company of Pittsburgh and the Colonial Trust Company of that city as trustee in the manufacture of automobile axles.

THOMAS CADILLAC, INC., HAS FORMAL OPENING

Asheville, N. C., Feb. 5.—Thomas Cadillac, Inc., a new Asheville automobile firm, was formally opened here Saturday in the Lange Building, which it has leased for a long period of years. G. C. Thomas, formerly of Charlotte, N. C., is to be manager of the new concern. The company will specialize in the sale of Cadillac and La Salle automobiles. Mr. Thomas has been identified with the Cadillac in Charlotte for more than twenty years.

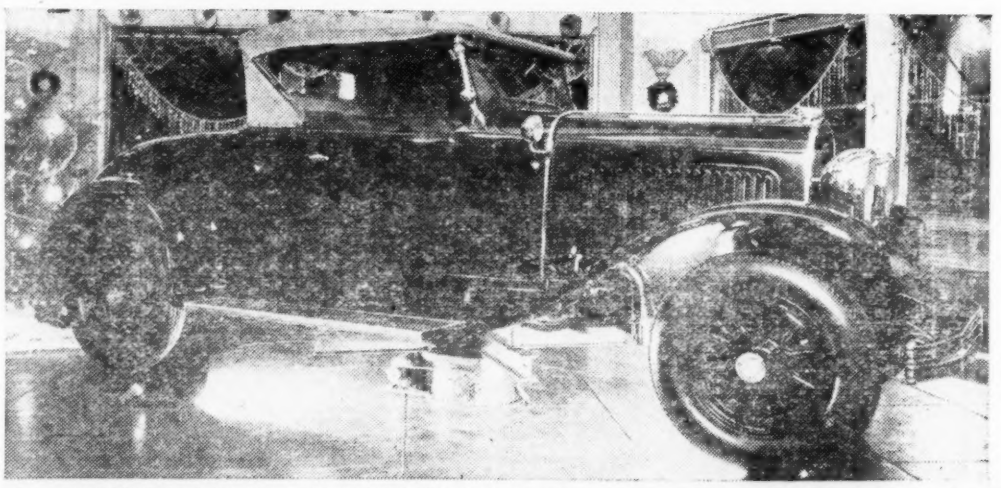
Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge on Dash	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smoking Set	Vanity Set	Make of Body Finish Used	Stop Light	Parking or Side Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Auburn 120	Ste	—	K-S	Ele	Cha	USL	Moto-M	Cun	Yes	—	Mur	Ind	In	—	*Gla	Balc	Balc	Day	cLov
Auburn 8-90	Ste	—	K-S	Ele	Cha	USL	Moto-M		GR	—	Mur	Ind	In	*Troy	*Kel	Balc	Balc	Day	cLov
Auburn 6-80	Ste	—	K-S	Ele	Cha	USL	Moto-M	—	—	—	Mur	Ind	In	*Troy	*Kel	Balc	Balc	Day	cLov
Blackhawk 6	Ste	Borg	Moto-M	DR	Cha	Pre	Moto-M	Yes	Lin	Lin	Val	Ind	Ind	Kok	—	Buck	Bad	Buffalo	Hou
Blackhawk 8	Ste	Borg	Moto-M	DR	Cha	Pre	Moto-M	Yes	Lin	Lin	Val	Ind	Ind	Kok	—	Buck	Bad	Buffalo	Hou
Buick 116	AC	—	Gro	Her	AC	Ex	AC	Cuno	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 121	AC	—	Gro	Her	AC	Ex	AC	Cuno	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 129	AC	—	Gro	Her	AC	Ex	AC	Cuno	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Cadillac	AC	Jag	Nag	D-R	AC	Ex	AC	Yes	Tern	Tern	Duco	Own	Hal	Del	*Kel	USE	USE	Buffalo	cLov
Chandler 65	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	†GR	—	Ditz	Cor	Cor	—	—	Ster	Ster	K-H	*Lov
Chandler Big 6	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	GR	GR	Ditz	Cor	Cor	—	Per	Ster	Ster	K-H	*Lov
Chand. Royal 85	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	GR	GR	Ditz	Cor	Cor	—	Per	Ster	Ster	K-H	*Lov
Chand. Royal 75	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	GR	GR	Ditz	Cor	Cor	—	Per	Ster	Ster	K-H	Lov
Chevrolet AA	AC	—	Roc	*Ign	AC	USL, Ex	—	—	Fis	—	Duco	D-R	—	—	Own	Own	Own	—	—
Chrysler 65	NE	—	Moto-M	Sha	AC	Wil	—	—	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	Cen	Cen	MotoW	Lov
Chrysler 75	AC	—	Moto-M	Ele	Cha	Wil	Moto-M	—	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	NM	NM	MotoW	Lov
Chrysler 80	AC	Ster	Moto-M	Ele	Cha	Wil	Moto-M	Yes	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	NM	NM	MotoW	cHou
Davis 99	—	—	Moto-M	Joh	AC	Wil	Moto-M	—	GR	GR	Duco	Cor	—	—	Per	Balc	Balc	—	cHex
De Soto	NE	—	Moto-M	Sha	Cha	Wil	—	—	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	NM	NM	MotoW	Lov
Dodge Six	NE	—	Moto-M	NE	Cha	Wil	Moto-M	—	—	—	—	Cor Hal	Hal Ind	—	—	—	—	—	Lov
Dodge Senior 6	NE	—	Moto-M	NE	Cha	Wil	Moto-M	—	GR	GR	—	Cor Ind	Hal Ind	—	—	—	—	—	Lov
Durant Four	Ste	—	Roc	—	Cha	USL	—	—	—	—	VEP	Cor	Cor	†Kok	—	Ste	Ste	Budd	—
Durant 66	Ste	—	Nag	Sha	Cha	USL	Safe T	—	—	—	VEP	Cor	Cor	Kok	—	Ste	Ste	Bud	Wat
Durant 70	Ste	—	Nag	Sha	Cha	USL	Safe T	—	—	—	VEP	Cor	Cor	—	—	Ste	Ste	Bud	Wat
Durant 60	Ste	—	Nag	Sha	Cha	USL	—	—	—	—	VEP	Cor	Cor	Kok	—	Ste	Ste	Budd	Wat
Elcar 6-75	Ste	—	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Hal	Hal	—	—	Ste	Ste	—	Con
Elcar 8-95	Ste	—	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Gui	Gui	—	Per	Ste	Ste	—	Con
Elcar 8-96	Ste	Borg	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Hal	Hal	—	Per	Ste	Ste	—	Con
Elcar 8-120	Ste	Borg	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Hal	Hal	—	Per	Ste	Ste	—	Con
Essex Super 6	Ste	—	Moto-M	Ele	AC	Ex	Moto-M	—	—	—	sDitz	JB	—	—	—	US	US	MotoW	Mon
Ford A.	Ste	—	Own	Ele	Cha	Own	—	—	—	—	—	Yes	—	—	—	—	—	Own	cHou
Frank'n Air. Ltd.	NE	Jag	Nag	Ele	Cha	USL	—	Yes	GR	GR	Duco	Val Bro	Bro	—	Kel	CG	CG	—	cWat
Gardner 130	Ste	Phi	Moto-M	D-R	Cha	Pre	Moto-M	Cun	GR	—	Ditz	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 125	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Ditz	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 120	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Ditz	Cor	—	—	—	CG	CG	—	Lov
Graham-Pg 612	NE	—	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sClev	Hal	Hal	—	—	Ste	Ste	—	Lov
Graham-Pg 615	NE	—	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sEgyp	Hal	Hal	—	—	Ste	Ste	—	Lov
Graham-Pg 621	NE	Ster	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sDitz	Hal	Hal	—	—	Ste	Ste	—	Hou
Graham-Pg 827	NE	Ster	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sDitz	Hal	Hal	—	—	Ste	Ste	—	Hou
Graham-Pg 837	NE	Ster	K-S	Her	Cha	Wil	Moto-M	Yes	GR	GR	sDitz	Hal	Hal	—	—	Ste	Ste	—	Hou
Hudson Super 6	Ste	—	Moto-M	Ele	AC	Ex	Moto-M	—	—	—	sDuco	JB	—	—	—	Eat	Eat	MotoW	Wahl
Hupmobile A	Ste	—	Ster	Elec	Cha	Wil	Moto-M	—	—	—	Val	Own	Hal	—	—	—	—	—	Mon
Hupmobile M	Ste	—	Ster	Elec	Cha	Wil	Moto-M	—	*Yes	*Yes	Val	—	Hal	—	—	—	—	—	Mon
Jordan E	Ste	—	Nag	Her	Cha	Wil	Nag	—	V S	V S	sDuc	Val Ind	Ind	—	—	Eat	Eat	K-H	—
Jordan G	Ste	Ster	Moto-M	Her	Cha	Wil	Moto-M	—	G R	G R	sDuc	Val Ind	Gui	—	—	Eat	Eat	K-H	cHou
Kissel 6-73	AC	Yes	Gro	Ign	Cha	Wil	AC	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	—	Lov
Kissel 8-95	AC	Yes	Gro	Ign	Cha	Wil	AC	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	—	Lov
Kissel 8-126	AC	Yes	Gro	Ign	Cha	Wil	AC	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	Day	Lov
LaSalle	AC	Jag	Nag	D-R	AC	Ex	AC	Yes	Tern	Tern	Duco	Own	Hal	Del	*Kel	USE	USE	Buffalo	cLov
Lincoln 8	Wal	Wal	K-S	Her	Cha	Ex	—	Cuno	Cun	Yes	Duco	Val Own	Own	Own	—	Bif	Bif	Own	cHou
Locomobile 48	Wal	Wal	Bos	Yal	Cha	Pre	—	Met	G R	G R	Duco	Aga	—	—	—	Buck	—	Buffalo	cLov
Locomobile 86	Ste	N H	Moto-M	Joh	Cha	USL	Moto-M	Yes	AWS	AWS	Duco	Hal	—	—	—	Bad	—	—	Lov
Locomobile 88	Ste	N H	Moto-M	Joh	Cha	USL	Moto-M	Yes	AWS	AWS	Duco	Hal	—	—	—	Bad	—	—	Lov
Locomobile 90	Wal	Wal	U S	Yal	Cha	USL	—	Met	G R	G R	Duco	Aga	—	—	—	Buck	—	Buffalo	cLov
Marmon 68	Ste	—	Moto	Sha	Cha	Nat	Moto-M	—	AWS	AWS	Duco	Val Hal	Hal	Kok	—	Ste	Ste	Day	Lov
Marmon 78	Ste	Borg	Moto	Blos	Cha	Nat	Moto-M	Yes	AWS	AWS	Duco	Val Hal	Hal	Kok	—	—	—	Day	Lov
Moon 6-72	Ste	—	Moto-M	Joh	Cha	USL	Moto-M	—	Yes	Yes	sGli	Ind	—	—	—	Yes	Yes	—	Lov
Nash Adv. 6	Ste	Borg	K-S	D-R	AC	USL	Moto-M	AW	AW	AW	xDuc	Hal	Hal	—	—	Bif	Eat Ste	Mot W	Hou
Nash Special 6	Ste	—	K-S	D-R	AC	USL	Moto-M	—	G R	G R	xDuc	Hal	Hal	—	—	Bif	Bif	Mot W	Lov
Nash Stand. 6	AC	—	D-R	D-R	AC	USL	AC	—	—	—	xDuc	JB	Bro	—	—	Bif	Bif	Mot W	Lov
Oakland All-Am	AC	—	K-S	D-R	AC	Wil	—	—	†Fis	†Fis	Duco	D-R	Ind	—	—	CG	CG	Mot W	cLov
*Oldsmobile	AC	—	K-S	D-R	AC	Wil	AC	—	Tern	—	‡Duco	D-R	D-R	—	—	Own	Own	M W	cLov
Packard 626, 633	NE	Jag	K-S	—	Cha	Pre	Moto-M	Yes	Own	Yes	sVal	Own	Own	Yes	Kel	Cen	Yes	Yes	Own
Packard 640, 645	NE	Jag	K-S	—	Cha	Pre	Moto-M	Yes	Own	Yes	sVal	Own	Own	Yes	Kel	Cen	Yes	Yes	Own

WABASH VALLEY MOTOR CO. ACQUIRES NEW BRANCH

Evansville, Ind., Feb. 5.—The Wabash Valley Motor Company, Hudson and Essex distributor, has taken over the sales and service dealership formerly operated by the Henderson Motor Company on upper 2d Street, Henderson, Ky., and will open it as retail dealer branch of Hudson-Essex, retail dealer, according to Carl Maxwell, president. Garland L. Stephens, for more than three years with the Wabash Valley sales department, has been appointed manager of the new branch.

Turntable Aids in Displaying Car



THE GUARANTEE MOTOR CAR COMPANY of San Antonio, Tex., exclusive distributor of Chryslers in that area, reports the turn-table plan of exhibiting cars a very effective one. One of the new Chrysler models is shown above on the device, which revolves slowly.—Frank H. Hagan heads the company.

CADILLAC OPENS 2 NEW SALES, SERVICE BRANCHES IN PHILADELPHIA AREA

Philadelphia, Feb. 5.—The Cadillac Motor Company has opened two new branch sales and service buildings in the Philadelphia district, located in Germantown and Ardmore, respectively. The Germantown building is at 164 West Chelten Ave., and the Ardmore building, known as the main line branch building, is at 87 Lancaster Ave., Ardmore.

The latter is a two-story structure of modern architecture, having more than 21,000 square feet of floor space. The first floor is devoted to the handling of new and used cars and the entire second floor, accessible by ramp, is used for servicing Cadillac and La Salle cars. The service station, which was located in Rosemont, Pa., has been moved to this building. This branch is in charge of Warren S. Heffner.

The Germantown building is a modern structure combining showrooms and service quarters. The service department is of daylight construction, one entire side, the rear wall and the roof being almost entirely of glass. Lighting features and hardware throughout are hand made and of Colonial design. John H. Rosen has been appointed Germantown branch manager.

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge on Dash	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smoking Set	Vanity Set	Make of Body Finish Used	Stop Light	Parking or Side Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Peerless 91	AC	Elg	Moto-M	Ele	Cha	Ex	Moto-M	—	G R	G R	Val	Gui	Gui	Kok	—	Bif	—	—	Lov
Peerless 81.....	AC	Elg	Moto-M	Ele	Cha	U-S L	Moto-M	—	G R	G R	Val	Cor	Cor	Kok	—	Bif	—	—	Gab
Pierce-Arrow 125	Wal	Wal	Nag	Her	—	U S L	—	—	V S	V S	—	Aga	Aga	—	—	Eat	Eat	—	Hou
Pierce-Arrow 126	Wal	Wal	Nag	Her	—	U S L	—	Yes	AWS	AWS	—	Aga	Aga	—	—	Eat	Eat	—	Hou
Plymouth	N E	—	Roc	Sha	Cha	Wil	—	—	—	—	Duco	HalCor	Hal Cor	—	—	Cen	Cen	K-H	—
Pontiac Big 6..	A C	—	K-S	D-R	A C	Pre	—	—	†Fis	†Fis	Duco	D-R	D-R	—	—	CG	CG	Buffalo	cLov
Reo F. C. Mate.	Ste	—	K-S	Ele	Cha	Wil	A C	—	V S	V S	sDitz	Hal	Hal	—	—	CG	CG	—	a†Lov
Reo F. C. Mast.	Ste	—	K-S	Blos	Cha	Wil	A C	—	G R	G R	sDitz	Gui	Gui	—	—	CG	CG	—	cLov
Ste'rns-K.H. 8-90	Ste	Wal	Nag	Ele	Cha	U S L	Moto-M	Cuno	V S	V S	sVal	Hal	Gui	†Yes	Per	Ste	Ste	Buffalo	Hou
Stearns-K.J 8-90	Ste	Wal	Nag	Ele	Cha	U S L	Moto-M	Cuno	V S	V S	sVal	Hal	Gui	†Yes	Per	Ste	Ste	Buffalo	Hou
St'ns-K. M 6-80	Ste	—	Nag	BS	Cha	U S L	Moto-M	Yes	G R	G R	Mou	Ind	Gui	—	—	Eat	Eat	Buffalo	Hou
St'ns-K. N 6-80	Ste	—	Nag	BS	Cha	U S L	Moto-M	Yes	G R	G R	Mou	Ind	Gui	—	—	Eat	Eat	Buffalo	Hou
Stud.-Erskine ..	Ste	—	K-S	Her	Cha	Wil	—	—	—	—	—	Ind	—	—	—	—	—	K-H	Mon
Stud. Dict.	Ste	—	K-S	Her	Cha	Wil	Moto-M	—	—	—	—	Ind	—	—	—	—	—	K-H	Lov
Stud. Com. 6 ..	Ste	N E	K-S	Her	Cha	Wil	Moto-M	Yes	—	—	—	Ind	—	—	—	—	—	K-H	Lov
Stud. Com. 8 ..	Ste	N E	K-S	Her	Cha	Wil	Moto-M	Yes	—	—	—	Ind	—	—	—	—	—	K-H	Lov
Stud. Pres. 125 .	Ste	N E	K-S	Her	Cha	Wil	Moto-M	Yes	—	—	—	Ind	—	—	—	—	—	Budd	Hou
Studebaker 135..	Ste	N E	K-S	Her	Cha	Wil	Moto-M	Yes	V S	V S	—	Ind	—	—	—	—	—	K-H	Hou
Stutz M	Ste	Borg	Moto-M	DR	Cha	Pre	Moto-M	Yes	Lin	Lin	Val	Ind	Ind	Kok	—	Buck	Buck	Buffalo	cHou
Whippet Four..	Ste	—	Roc	Ele	Cha	U S L	—	—	—	—	Mou	Ind	—	—	—	—	—	Buffalo	aGab
Whippet Six	Ste	—	Roc	Ele	Cha	U S L	—	—	—	—	Mou	Ind	Yes	—	—	—	—	Buffalo	aGab
Willys-K. Sta. 6	Ste	—	Nag	—	Cha	U S L	—	—	—	—	Mou	Ind	Yes	—	—	—	—	Buffalo	cGab
Willys-K. 70B ..	N E	—	Nag	Ele	Cha	U S L	Moto-M	—	G R	G R	Mou	Ind	Yes	—	—	—	—	Budd	Wat
Windsor 8-82 ..	Ste	—	Moto-M	Joh	Cha	U S L	Moto-M	—	Yes	Yes	sGli	Ind	—	—	—	Yes	Yes	Yes	Lov
Windsor 8-92 ..	Ste	—	Moto-M	DR	Cha	U S L	Moto-M	—	Yes	Yes	sGli	Ind	—	Yes	—	Yes	Yes	Yes	Lov

KEY TO ABBREVIATIONS USED IN THIS TABLE

GENERAL

*In addition to its regular line Oldsmobile also offers a de luxe line. De luxe equipment includes: Six wire wheels (with six tires and tubes), two wheels carried in front fender wells and securely locked in position, chromium-plated headlamps, four spring boots, folding trunk rack at rear and sheet metal (fenders, etc.) ducoed in color on those models on which ducoed sheet metal is more harmonious than is black enameled sheet metal. It is also a special line for 1929.

SPEEDOMETER

AC—AC Spark Plug Co., Flint, Mich.
NE—North East Electric Co., Rochester.
Ste—Stewart-Warner Speedometer Corp., Chicago.
Wal—Waltham Watch Co., Waltham, Mass.

CLOCK

Chel—Chelsea Clock Co., Boston, Mass.
Borg—Borg Clock Co.
GE—General Electric Co., Schenectady.
Jag—Jaeger Watch Co., New York city.
NH—New Haven. See Phi.
Phi—Phinney-Walker Co., New York city.
Ster—Sterling Electric Clock Corp., New York city.
Wal—Waltham Watch Co., Waltham, Mass.

FUEL GAUGE

Bos—Boston Auto Gage Co., Pittsfield, Mass.
Gro—Grolan Co., Dayton, O.
KS—King-Seeley Corp., Ann Arbor, Mich.
Nag—Safe-T-Stat Co., Brooklyn, N. Y., and Toledo, O.
Moto-M—Moto Meter Co., Inc., L. I. City, N. Y., and La Crosse, Wis.
Roc—Rochester Mfg. Co., Rochester, N. Y.
Ster—Sterling Electric Clock Corp., New York city.
US—U. S. Gauge Co., New York city.

LOCK

B&S—Briggs-Stratton Co., Milwaukee.
Blos—Blossom, Delco Remy Corp., Anderson, Ind.
Clum—Clum Mfg. Co., Milwaukee, Wis.
Corb—Corbin Cabinet Lock Co., New Britain, Conn. Philadelphia.
Ele—Mitchell Specialty Co., Holmesburg, D-R—Delco-Remy Corp., Anderson, Ind.
Her—Hershey Mfg. Co., Chicago.
Joh—Johnson Automobile Lock Co., St. Louis, Mo.
Mil—Miller Lock Co., Philadelphia.
N. E.—North East Electric, Rochester, N. Y.
Sha—Shaler Lock Co., Milwaukee, Wis.
*Coincidental St. Gear & Ign.

SPARK PLUGS

AC—AC Spark Plug Co., Flint, Mich.
Cha—Champion Spark Plug Co., Toledo, O.

BATTERY

Ex—Electric Storage Battery Co., Philadelphia.
Nat—National Lead Battery Co., St. Paul, Minn.
Pre—Prest-O-Lite Co., Indianapolis, Ind.
USL—U. S. L. Battery Corp., Niagara Falls, N. Y.
Wil—Willard Storage Battery Co., Cleveland, O.

HEAT INDICATOR

AC—AC Spark Plug Co., Flint, Mich.
Moto-M—Moto Meter Co., Inc., Long Island City, N. Y., and La Crosse, Wis.
SafeT—Safe-T-Stat Co., Brooklyn, N. Y.

CIGAR LIGHTER

Cuno—Cuno Engineering Corp., Meriden, Conn.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
†On some models.
*Closed models only.

SMOKING AND VANITY SETS

AWS—Art Metal Works, Newark, N. J.
Cuno—Cuno Engineering Corp., Meriden, Conn.
Fis—Fisher Body Corp., Detroit.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Lin—Linden.
V 8—Van Sicklen Corp., Elgin, Ill.
Tern—Ternstedt.
Arco—John L. Armitage & Co., Newark, N. J.
Ditz—Ditzler Color Co., Detroit, Mich.
Duco—E. I. du Pont de Nemours & Co., Philadelphia.

BODY FINISH

Egypt—Egyptian Lacquer Co.
Gli—Glidden Co., Cleveland, O.
Mim—Mimax, Pittsburgh Plate Glass Co.
Mou—Mountain Varnish & Color Works, Toledo, O.
Mur—Murphy Varnish Co., Newark, N. J.
Shw—Sherwin-Williams Co., Cleveland, O.
Val—Valentine & Co., New York city.
VEP—V. E. P. Co., St. Louis, Mo.
‖—Also Rinshed-Mason.
r—Also Ditz.
s—Also other makes.
Var's—Various.
x—Also Pittsburgh Plate Glass Co., Milwaukee, Wis.
y—Also Wilhelm Co., Reading, Pa.

STOP AND PARKING LIGHTS

Aga—Federal Pressed Steel Co., Chicago.
Bro—Brown & Green Ignition Sales Co., New York city.
Cor—Corcoran Co., Cincinnati, O.
D-R—Delco-Remy Corp., Anderson, Ind.
Gui—Guide Motor Lamp Mfg. Co., Cleveland, O.
Hal—Hall Lamp Co., Cincinnati, O.
Ind—Indiana Lamp Corp., Connersville, Ind.
Sto—Stover Signal Engineering Co., Racine, Wis.
JB—John Brown Lamp Co.

WINDSHIELD WINGS

Kok—Fulton Co., Milwaukee, Wis.
Per—Perfection Heater & Mfg. Co., Cleveland, O.
DR—Delco-Remy.

WIRE WHEELS

Moto W—Motor Wheel Corporation.
Bay—Dayton Steel.
K-H—Kelsey-Hayes.
*Buffalo—Wire Wheel Corporation of America, Buffalo, N. Y.

HEATER

Gla—Gladiator Mfg. Co.
Kel—Kelch; made by Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Per—Eaton Axle & Spring Co., Cleveland.
*Special equipment.

BUMPERS

Bad—Badger Mfg. Corp., Milwaukee.
Balc—Cincinnati Ball Crank Co., Cincinnati, O.
Bif—Biflex Corp., Waukegan, Wis.
Buck—See Cen.
Cen—Central Brass & Fixture Co., Springfield, O.
CG—CG Spring & Bumper Co., Detroit.
Eat—Eaton Axle & Spring Co., Cleveland.
NM—New Method.
Ster—Sterling Spring Co., Cleveland, O.
Ste—Stewart-Warner Speedometer Corp., Chicago.
US—United States Chain Co.
USE—U. S. E. Corp., Long Island City.

SHOCK ABSORBER

Gab—Gabriel Snubber Mfg. Co., Cleveland, O.
Hou—Houde Engineering Corp., Buffalo, N. Y.
Lov—Delco-Remy Corp., Anderson, Ind.
Mon—Monroe.
Wat—John Warren Watson Co., Philadelphia.
a—Front only.
c—Front and rear.

HOLMES-ELCAR, INC., NEW CHICAGO DISTRIBUTOR

Chicago, Feb. 5.—James L. Holmes and associates have taken over the Chicago distributorship for Elcar eight-in-line and six-cylinder cars, made at Elkhart, Ind. Under the name of Holmes-Elcar, Inc., they succeed Rochford Motor Company at 2209 South Michigan Ave.

James L. Holmes

After nine years in the Chicago field, Mr. Rochford is retiring and an arrangement was effected whereby his selling organization will continue under Mr. Holmes' direction. Elcar reports more cars sold at wholesale and retail during the Chicago show than during any previous annual exhibit.

NEW RICHARDS-OAKLAND SHOWROOM DRAWS MANY

Detroit, Feb. 5.—In the first week of its operation the new showroom of the Richards-Oakland Company, Oakland-Pontiac distributor here, has been visited by 30,000 people, who have inspected the new lines shown and heard two concerts each day by Paul Whiteman and his orchestra.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

ADVENT OF AUTOMOBILE DRAMATIZED FOR SCREEN

Washington, Feb. 5.—The passing of the toll road and advent of the automobile, coupled with the building of the Federal aid system of highways throughout the country, has been dramatized for the motion picture screen. The story is unfolded by an old-time toll gate keeper, starting as far back as 1875, in which he tells of the discarding of toll methods of paying for roads and the adoption of modern methods, based on property taxes, motor vehicle fees, gasoline taxes, and bond issues.

WALKER SUCCEEDS LEE WITH W. H. LEE, LTD.

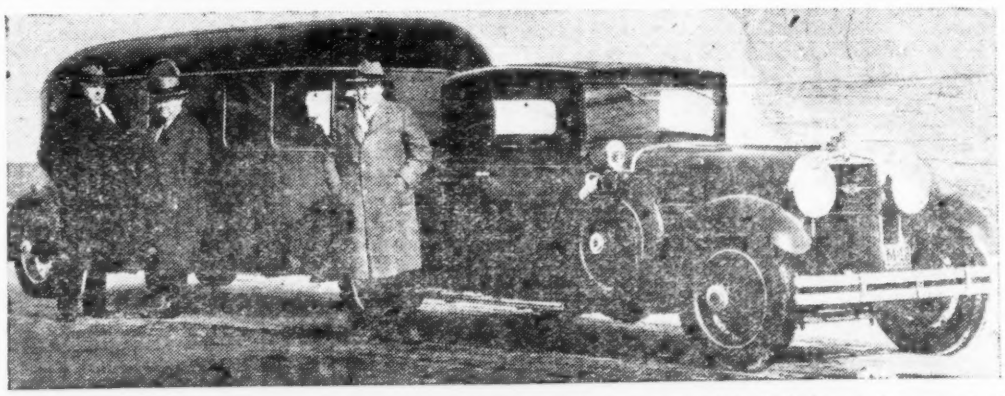
Toronto, Ont., Feb. 5 (U. T. P. S.).—Announcment is made that W. H. Lee of the firm of W H. Lee, Ltd., 472 Yonge St., Toronto, Canadian distributor of Studebaker automobiles since 1916, is retiring.

George Walker becomes president of the firm as well as general manager. He formerly was secretary-treasurer. L. W. Crane becomes vice-president and sales manager, the latter post having been filled by Mr. Crane for the past ten years. Prior to coming to Toronto, Mr. Walker was manager of the Western branch at South Bend, Ind. Prior to that, he was distributor for Franklin cars in Long Island, N. Y.

BOGDA CHEVROLET CO. AT OSHKOSH BOUGHT

Oshkosh, Wis., Feb. 5.—The Bogda Chevrolet Company, 263 Main St., has been purchased from Oscar W. Bogda by William A. Bodga, Horicon, Wis.; Carlton H. Foster and James P. Daman. Oscar Bogda will assume the management of a Chevrolet dealership in Milwaukee.

Aero Car Carries Officials to Show



THIS SPECIALLY CONSTRUCTED Aero cabin trailer was built at the Stutz factories at the request of and as a compliment to Carl G. Fisher, prominent Miami Beach capitalist. The trailer, with a load of passengers, was towed by the Stutz coupe, as shown above, on a fast trip from Indianapolis to Chicago during show week. Left to right are: George M. Spindler, Stutz distributor in Indiana; F. E. Moskovics, former Stutz president, and Earl Jacks, pilot of the Stutz coupe.

FOR EXACT CARBURETION

The demand for Schebler Carburetors in 1928 overtaxed the capacity of its factory, making extensive plant additions necessary. With more floor space, new machinery, new equipment, improved production methods, enlarged engineering staff and the most complete line of *good* carburetors, Schebler is in a position to serve the industry better than ever before.

WHEELER-SCHEBLER CARBURETOR COMPANY
Established 1901
Indianapolis, U. S. A.

SCHEBLER
The World's Finest CARBURETORS

SPACE TAKEN FOR SHOW AT BOSTON

Three Cars to Make Debut at Big Exhibit

Boston, Feb. 5.—Exhibition space for the Boston Automobile Show, the biggest retail show in the country, has all been sold out and more could be sold if it were available. It will be held in the Mechanics Building, March 4 to 8 inclusive, in conjunction with a salon of fine cars in the Copley-Plaza Hotel ballroom.

The entire main floor will be devoted to exhibition of passenger cars and the entire basement to trucks and other commercial vehicles, fire apparatus, buses, bodies, etc. The balcony will be devoted to displays of accessories and parts makers. Three large halls in the building have also been taken by three Boston dealers for special displays of three makes of cars.

Last year the garage and service equipment section proved to be a strong attraction, even to those not engaged in the automobile business, and a considerably larger area will be devoted to it this year. More different makes of passenger cars will be shown here, it is stated, than were shown at even the New York and Chicago shows, including three that will make their public debut here. A fourth car, a New England product, is also being prepared for the Boston show. The exposition here is regarded by manufacturers as the opening of the spring selling season to car owners, and consequently they will emphasize designs particularly suitable for spring and summer. Many foreign cars will be seen in the Copley-Plaza salon. Some of the custom coach body builders of this country are also preparing entirely new conceptions in body work for exhibition at the Boston show.

As has been the custom here for many years, Washington's Birthday will be the occasion of a pre-show opening and display in all the salesrooms of the city.

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2–2½	2850	Own	6	3¾x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	51.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	3–4	3950	Own 2 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France S	4–4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	—	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6500	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar Dispatch S D	1½	2700	Own A	6	3⅜x4½	33.8	C S	Zen	Vac	L-N	Br-L	U	4	Own	Sp	—	4	4	150	4900	32x6	32x6
Autocar Dispatch S D	2	3000	Own A	6	3¾x4½	33.8	C S	Zen	Vac	L-N	Br-L	U	4	Own	D R	—	4	4	150	5100	32x6	32x6 D
†Autocar H	2½	3750	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own Y	C	4	Own H	D R	56.3	R	R	114	5200	S 36x5	S 36x8
Autocar T	2½	4900	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own T	U	4	Own H	D R	40.2	R	D	177	6800	34x7	34x7 D
†Autocar H	3–3½	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
†Autocar H	3–3½	4350	Own W	6	4 x4¾	38.4	Pb	Str	Vac-Gra	A B	Own T	U	4	Own J	D R	55.2	R	R	114	6200	S 34x5	S 36x10
†Autocar M	5	4650	Own M	4	4½x5½	32.4	C S	Str	Gra	A B	Own B	C	4	Own M	D R	72.1	R	R	120	7200	S 34x6	S 36x12
Autocar M	5	4950	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own	C	4	Own M	D R	72.1	R	D	162	7300	S 34x6	S 36x12
Brockway Junior	1	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.27	4W	Tr	130	3100	30x5	30x5
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4W	Tr	137	3450	30x5	30x5
Brockway C J B F	1½	1475	Wis F	4	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.3	4W	Tr	149	3650	32x6	32x6
Brockway E	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4W	Tr	139½	3650	32x6	32x6
Brockway E N	1½	1965	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 35	U	4	Col 55001	Sp	31.3	4W	Tr	155¾	4400	32x6	32x6
Brockway S	2	2450	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	38.79	R	Tr	150¼	5100	S 34x4	S 34x8
Brockway S Y	2	2950	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	35.3	4W	Tr	151¾	4950	32x6	34x7
Brockway K*	3	3300	Con K	4	4¼x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.5	R	R	154⅛	5855	S 36x5	S 36x10
Brockway K R	3	3625	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700 S	Wo	36.38	R	D	160⅝	6290	S 36x5	S 36x10
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 68300	D R	33.7	R	D	170	6920	34x7	D 34x7
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T	5–7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Chevrolet	½	395	Own	6	3⅛x3¾	—	Pb	Car	P	Rem	Own	U	3	Own	Sp	13.87	4	R	107	1695	30x4.50	30x4.50
Chevrolet	1½	495	Own	6	3⅛x3¾	—	Pb	Car	P	Rem	Own	U	4	Own	Sp	33.47	4	R	124	2170	30x5	30x5
Day Elder M	1	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Col 35000	B	23.89	R	R	131	3100	30x5	30x5
Day Elder G-6	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Tim 5620	B	29.30	R	R	144	3900	30x5	32x6
Day Elder H	2	2500	Buda WTU	4	3⅜x5⅛	22.5	Pb	Zen	Vac	Rem	Ful KU-10	U	4	Tim 63702 D	Wo	30.64	R	R	144	4400	S 34x4	S 34x7
Day Elder H B-6	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful KU-10	U	4	Tim 5620	B	27.32	R	R	144	4400	32x6	34x7
Day Elder I	2½	3300	Buda KBU	4	4 x5¼	25.6	Pb	Zen	Vac	Rem	Ful GU-12	U	4	Tim 65600 D	Wo	44.40	R	R	150	5700	S 36x4	S 36x8
Day Elder J-6	3	3900	Buda DW6	6	3¾x5	33.7	Pb	Zen	Vac	Rem	Ful GU-12	U	4	Tim 65600 D	Wo	37.20	R	R	156	6500	36x6	36x6 D
Day Elder K	4	4475	Bud Y B U	4	4½x6	32.4	Pb	Zen	Vac	Eis	Ful R	C	4	Tim 66600 D	Wo	49.60	R	R	162	8500	S 36x5	S 36x12
Day Elder L	5–6	5050	Bud B B U	4	5 x6½	40.0	Pb	Zen	Vac	Eis	Ful H	C	4	Tim 67700 D	Wo	64.60	R	R	162	10000	S 36x6	S 40x7 D
Diamond T 151	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	—	4	D	132	3200	30x5	32x6 D
Diamond T 290	1½	1475	Her W X A	6	3⅜x4½	27.3	Pb	Zen	Gra	Aut	Cov	U	4	Col	Sp	—	4	D	156¼	4160	30x5	30x5 D
Diamond T 302	2	1650	Her W X B	6	3¾x4½	33.8	Pb	Zen	Gra	Aut	Cov	U	4	Tim	Sp	—	4	D	157¾	4600	32x6	32x6 D
Diamond T 550	2½	2195	Her W X C	6	4 x4½	38.4	Pb	Zen	Gra	Aut	Cov	U	4	Tim	Sp	—	4	D	165	5400	32x6	32x6 D
Dodge Bros.	½	665	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	120	2510	31x5.25 B	31x5.25 B
Dodge Bros.	¾	775	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	17.4	4	D	130	2920	30x5	30x5
Dodge Bros.	1	995	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	140	2955	30x5	30x5
Dodge Bros.	1	1065	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	150	3695	32x6	32x6
Dodge Bros.	1½	1345	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	3810	32x6	32x6
Dodge Bros.	1½	1415	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	114	3725	32x6	34x7
Dodge Bros.	2	1445	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4045	32x6	34x7
Dodge Bros.	16 Pas	1890	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	4205	32x6	34x7
Dodge Bros.	21 Pas	1820	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	150	3930	32x6	34x7
Dodge Bros.	2	1545	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4070	32x6	34x7
Dodge Bros.	2	1615	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	135	4225	32x6	32x6 D
Dodge Bros	3	1745	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	165	4520	32x6	32x6 D
Dodge Bros.	3	1775	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	185	4715	32x6	32x6 D
Dodge Bros.	3	1845	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	110	1965	29x5.00 B	29x5.00 B
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	½	545	Own	4	3⅜x4⅛	21.0	Pb	Car	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	...	1835	4.75x20	4.75x20
Fargo Clipper	¾	725	Own	6	3⅛x4¼	23.4	Pb	Str	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	...	2325	5.50x18	5.50x18
*Ford A	1½	540	Own	4	3⅞x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	*15.95	4	4	131½	2250	30x5	32x6
F. W. D.—H	2	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—B	3	4200	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B-5	3	4525	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	86.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—U 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	A B	Own	C	5	Own	St	88.6	4	R	148	7200	36x6 S	36x6 S
F. W. D.—M	3½–5	5000	Wak	6	4¼x4¾	43.3	Pb	Zen	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	7600	36x8 S	36x10 S
F. W. D.—M F	3½–5	5000	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7775	36x8 S	36x10 S
F. W. D.—H T	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7 S	40x5 S D
F. W. D.—U 4	3	4575	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6 S	36x6 S
F. W. D.—X 6	6	6500	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	A B	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Gramm 263-N	1–1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	D	R	133	3485	30x5	32x6
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	D	R	133	3485	30x5	32x6
Gramm 463-N	2	1885	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1504	Sp	25.3	D	R	133	3800	32x6	34x7
Gramm 564-N	2½	2940	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful G U	U	3	Wis 6617	D R	25.4	D	R	133	4800	32x6	32x6 D
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	36x5 S	36x10 S
Gramm 35	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	36x5 S	36x10 S
Gramm 38—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	C	8	Wis 67310	D R	33.1	D	R	153	7100	36x5 S	36x10 S
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	150	7600	36x5 S	36x12 S
Gramm 45	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	36x5 S	36x12 S
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	D	R	133	7600	36x5 S	36x12 S
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	36x6 S	36x14 S
Gramm 60	5	5370	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	8	Wis 1700	D R	133.4	D	R	153	8700	36x6 S	36x14 S
GMC T 11	*3800	625	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	Rem	Own	U	3	Own	Sp	14.7	4	D	109¾	1980	19.5.00 B	19x5.50 B
GMC T 19 (2003)	*6000	895	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	Rem	Own	U	4	Tim 5261 Bx	Sp	34.1	4	D	127¾	2925	20x5.50 B	32x6
*GMC T 30A (3003)	*8000	1395	Buick Std	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Eat 1606	Sp	28.6	4	D	136	4075	30x6.00 B	34x7
*GMC T 42A (4003)	*10000	1685	Buick Std	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Own	Sp	33.4	4	D	136	4510	20x7.00 B	36x8
†*GMC T 60A (5003)	*14500	2800	Buick Mst	6	3⅝x5	31.5	Pb	Mar	P	Rem	Own	U	4	Tim 65706 N	Wo	44.8	4	D	140	6090	32x6	32x6 D
*GMC K 102A (6001)	*28000	4250	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	160	9520	36x6 S	40x14 S
*Hahn 24	1	1345	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1002	Sp	—	R	R	138	3100	30x5	30x5
*Hahn 34	1½	2080	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	3750	32x6	32x6
*Hahn 44	2	2250	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	4100	32x6	34x7
Hahn 465	2	2740	Con 6 B	6	3¾x5	33.5	Pb	Zen	Vac	Aut	Br-L 35	U	4	Eat 1504	Sp	—	R	R	160½	4300	32x6	34x7
Hahn 54	2½	3300	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65000	Wo	—	R	R	144	5600	36x4 S	36x8 S
†Hahn 56	2½	3440	Con 6 B	6	3⅞x5	33.8	Pb	Zen	Vac	Rem	Br-L 51	U	4	Eat 2252	Sp	—	R	D	160	5300	32x6	32x6 D
Hahn L	3	3600	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65704	Sp	—	R	R	149	5900	36x5 S	36x5 S D
Hahn 76	3½	4790	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Tim 65704	Wo	—	R	R	196	6500	34x7	34x7 D
Hahn M	4	4250	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	160	7600	36x5 S	36x12 S
Hahn R	5	5100	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	8800	36x6 S	40x6 S D
Hahn N	6	5200	Her G	4	4¾x5¾	36.4	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	9200	36x6 S	40x6 S D
Hahn K B L	25 Pas	4300	Her W X C	6	4 x4½	38.4	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	204	5600	32x6	32x6 D
Hahn K B H	29 Pas	5000	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	220	6400	34x7	34x7 D
Hahn L B	33 Pas	6000	Con 15 H	6	4½x5¾	48.6	Pb	Zen	Vac	L-N	Br-L 60	U	4	Wis 1251 K	D R	—	R	R	247	9000	38x7	38x7 D
Indiana 200	1	1195	Wis F	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	20.71	4	Tr	137	3400	30x5	32x6
Indiana 300	1½	1475	Wis F	6	3¼x5¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.26	4	Tr	149	3650	30x5	32x6
Indiana 111 X	2	1850	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 504	Sp	36.60	R	Tr	120	3830	32x6	32x6 D
Indiana 400	2	2495	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Cla B 506	Sp	30.33	4	Tr	157	4800	32x6	34x7
Indiana 115 A	2½	2740	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.80	R	Tr	132	5000	32x6	34x7 D
Indiana 615 A	2½	3070	Wisc Y	6	3⅜x5	27.3	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	30.33	R	Tr	136	5190	32x6	34x7 D
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 557	C	7	Tim 65704	Wo	80.7	R	Js	162½	7400	36x5	36x10 S
Indiana 127	3	3190	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6490	32x6	34x7 D

*See special notations. †See special notations.

1928 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Indiana 626	3	4185	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 55	C	7	Tim 65074	Wo	80.7	R	Js	168½	7625	36x6 S	36x10 S
Indiana 627	3	3725	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	42.80	R	R	162½	6500	36x5 S	36x10 S
Indiana 628	3	4355	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	37.45	R	R	216¾	6585	34x7	34x7 D
Indiana 127 A	3	3375	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6800	32x6	34x7 D
Indiana 627 A	3	3690	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 70	Sp	41.72	R	R	147	6800	32x6	34x7 D
Indiana 138	4	4380	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	162½	7850	36x5	36x12 S
Indiana 638	4	4955	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	168½	8100	36x5	36x12 S
Indiana 41	5	5460	Her G	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	95.0	R	R	172	9600	36x6	40x12 S
Int. Harvester Sp. Del.	¾	695	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 502 R	Sp	15.1	4	4	124	2200	30x5.25	30x5.25 P
Int. Harv. 6 Spd. Spec.	1	795	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 1124	Sp	*52.6	4	4	124	2430	30x5	30x5 P
Int. Harvester S-24	1¼	1135	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	32x4½	32x4½ P
Int. Harvester S-26	1¼	1285	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	32x4½	32x4½ P
Int. Harvester SF-34	1½	1425	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3520	30x5	30x5 P
Int. Harvester SF-36	1½	1575	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3570	30x5	30x5 P
Int. Harvester SL-34	1½	1525	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	160	3595	30x5	30x5 P
Int. Harvester SL-36	1½	1675	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	160	3645	30x5	30x5 P
Int. Harvester SD-44	2	1565	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3700	30x5	32x6 P
Int. Harvester SD-46	2	1715	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3750	30x5	32x6 P
Int. Harvester SF-46	2	1925	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	4	Eat 2002	Sp	40.6	4	4	140	4000	32x6	34x7
Int. Harvester 54-C	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 428	Ch	51.8	R	D	140	6400	36x5	36x10
Int. Harvester 54	2½	3550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 54 65000	D R	53.7	R	D	140	6345	36x5	36x8
Int. Harvester 74-C	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	*86.0	R	D	154	8715	36x6	40x12
Int. Harvester 74	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 74 100000	D R	61.6	R	D	160	8175	36x6	40x12
Int. Harvester 104-C	5	4800	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	86.0	R	D	154	8890	36x6	40x14
Int. Harvester HS-54	2½	3850	H-S 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Eat 54 65000	D R	60.5	4	4	*148	8000	36x5	36x8
Int. Harvester HS-54-C	2½	3850	do 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	36x5	36x10
Int. Harvester HS-74	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Eat 74 100000	D R	70.5	4	4	*160	10700	36x6	40x12
Int. Harvester HS-74-C	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	36x6	40x12
Int. Harv'st'r HS-104-C	5	5500	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	36x6	40x12
*Larrabee 20	1	1595	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	5.13	4	D	142	4170	30x5	30x5
*Larrabee 30	1½	1875	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	5.13	4	D	161	4550	32x6	32x6
*Larrabee 40	2	2965	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	176	5950	32x6	32x6 D
*Larrabee 50	2½	3285	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	183	6030	32x6	32x6 D
*Larrabee 60	3	3980	Con 18 R	6	4 x4½	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Tim	Wo	5.35	4	D	195	7140	34x7	34x7 D
*Larrabee 70	3½	4600	Con 20 R	6	4¼x4¾	—	Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	9.5	4	D	205	7740	34x7	34x7 D
Mack A B	1½	3000	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.38	R	D	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	these	5500	36x4	36x4 D
Mack A B	3	3850	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	J	4	Own	D R	44.9	R	D	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	48.37	Js	R	156	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	53.31	Js	R	168 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Br-L 35	U	4	Own	Ch	67.38	Js	R	180	10050	36x7	40x7 D
Mack B B	1½	3500	Own	4	4¼x5	28.9	P&S	Str	E	N E	Own	U	4	Own	S R	*23.81	4	D	165½	6450	32x6	32x6 D
*Mack A B	1½–2	3000	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Cb	*34.4	R	D	146½	5400	36x4	36x6 S
Mack A B	2½–3	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*43.9	R	D	146½	5650	36x4	36x8 S
Mack B J	3–4	5800	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	*22.40	4	D	168½	8950	36x8	36x8 D
Mack A K	3½–5	4850	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	C	4	Own	D R	*45.3	4	D	162	8900	36x5	36x5 D
Mack A C	3½–5	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*48.4	Js	R	156	9100	36x5	40x10 S
Mack A C	5½–7	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*57.41	Js	R	156	9550	36x6	40x12 S
Mack A C	7½	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*67.1	Js	R	156	10050	36x7	40x14 S
Mack A B Tractor	5–6	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*51.1	D	R	122½	5700	36x4	36x8 S
Mack A C Tractor	7–10	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*58.00	Js	R	128	9150	34x5	36x5 D
Mack A C Tractor	11–14	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*62.2	Js	R	128	9600	34x6	36x6 D
Mack A C Tractor	15 Pas	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*73.5	Js	R	128	9950	34x7	36x7 D
Mack A B Bus C T	15 Pas	4650	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	196	7200	Opt.	Opt.
Mack A B Bus C T	29 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	225¼	7300	Opt.	Opt.
**†Mack A B Bus	25 Pas	6195	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	196	8545	34x7	34x7 D
**†Mack A B Bus	29 Pas	6295	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	225¼	8545	34x7	34x7 D
Mack A B Parlor Car	25 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	230½	7340	Opt.	Opt.
Mack A L Bus C T	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
Mack A L	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
**†Mack A L	29 Pas	8436	Own	6	4¼x5	43.3	P&S	Str	E	N E	None		—	Own	D R	—	—	—	233	11520	34x7	34x7 D
Moreland R R-6	1½–2	1650	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54000 H	Sp	32.95	4	D	158½	4000	32x6	32x6
Moreland B-6	2–2½	2200	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.8	4	D	158½	4500	36x5 S	36x6 S
Moreland E-6	2½–3	3700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65000 H	Wo	34.8	*4	D	182	6000	34x7	34x7 D
Moreland Ex. 6	3½–4	3750	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Tim 65704 N	Wo	46.0	*4	D	182	6500	36x4 S	36x8 S
Moreland E D-6	5	4700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Own	Wo	52.2	*4	D	196	8500	36x8	36x8
Moreland H-6	5	4990	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	*R	D	196	8000	36x5 S	36x10 S
Moreland H D S-6	6	5800	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	81.6	*4	D	221	10500	36x6 S	36x8
Moreland S D-6	10	6950	Her YXC 2	6	4½x4⅜	48.6	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	89.0	*4	D	220	11500	36x7 S	36x10 S
Moreland T T-6	10	8600	Con 15-H	6	4½x5¾	48.6	Pw	Str	P	Aut	Br-L 70	C	7	Own	Wo	98.5	*4	D	221	12500	36x7 S	36x10
*Fleet Arrow F A-1	1½–2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	33.3	4	Tr	140	3950	32x6.00	34x7
*Pierce-Arrow F A-1	1½–2	2450	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6 D
*Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	150	6750	36x4	36x5 D S
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6830	36x5	36x5 D S
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	156	8400	36x5	36x6 D S
*†Pierce-Arrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	D	R	162	8780	36x5	36x6 D S
*†Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40.5	D	R	162	9440	36x6	36x7 D S
*†Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	168	10320	36x6	40x8 D S
†Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	132	940	36x6	36x8 D S
*Republic 75-4	1¼	1395	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	124	3000	30x5	30x5
*Republic 76-4	1½	1575	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	146	3350	30x5	30x5
Republic 85	2	2095	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	R	155	4250	30x5	30x5 D
Republic 88	2	1945	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	26.5	R	R	110	3350	30x5	30x5 D
Republic 50	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	D	143	4100	30x5	30x5 D
Republic 58	2½	2495	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	27.5	R	D	122	4300	32x6	32x6 D
†Republic 60-61	2½	2985	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	22.0	R	D	151	4600	32x6	32x6 D
Republic 65	3	3695	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Eat	D R	36.0	4	D	179	6100	34x7	34x7 D
Republic 15W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Int	28.8	D	R	153	4200	34x4 S	34x7 S
†Republic 25W-25WRB	3	3390	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	40.3	D	R	165	5800	36x5 S	36x10 S
Republic 30W-30WB	4½	4185	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	49.2	D	R	156	6700	36x5 S	36x12 S
Reo Speedwagon Jr.	½	895	Con	6	3⅜x5	27.3	P&S	Sch	Vac	Rem	W-G	U	3	Sal	Sp	14.63	4	Tr	115	....	28x5.25 B	28x5.25 B
*Reo Speedwag'n Ton'r	1	995	Con	6	3⅜x4	27.3	P&S	Sch	Vac	Rem	W-G	U	3	Own	Sp	18.478	4	Tr	123	....	30x5	30x5
Reo General Utility	1½	1345	Own	6	3⅞x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	....	32x6	32x6
Reo St'd Speedwagon	1½	1245	Own	6	3⅞x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	147	....	32x6	32x6
Reo Mast. Speedwagon	2	1545	Own	6	3⅞x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	152	....	30x5	30x5 D
Reo H. D. Speedwagon	3	1985	Own	6	3⅞x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	163	....	32x6	32x6 D
Rugby Lt. Dely Panel	½	*775	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	14.79	4	4	107	2325f	28x4.75	28x4.75
Rugby Fast Mail Panel	¾	*975	Con	6	2⅞x4¾	19.8	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	4	110	2600f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	18.2	Pb	Til	Vac	Aut	Own	C	4	Own	Sp	22.4	4	4	128	2530	30x5	30x5
Rugby Mod X	1¼	680	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	24.16	4	4	124	2175	29x5	30x5
Ruggles 18	1¼	1388	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 18	1¼	1495	Lyc S G	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 22	1½	2045	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 31	U	3	Col 5300	St	24.5	R	R	152	3600	32x6	32x6
Ruggles 30	1½	2047	Lyc 4 S G	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Br-L 31	U	3	Eat 1504	St	29.7	R	R	160	4250	32x6	32x6 D
Ruggles 22 H	2	2345	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	152	3900	32x6	34x7
Ruggles 25	2	2662	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	158	4000	32x6	34x7

* See special notations. † See special notations.

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

PHILADELPHIA WHITE CO. NOW IN NEW QUARTERS

Philadelphia, Feb. 5.—The White Company district headquarters in this city has opened new quarters in 20th Street and Erie Avenue, consolidating the sales, service and credit departments, with greatly enlarged facilities for the efficient handling of truck and bus sales and service. Of the 35,000 square feet of floor space added, much has been devoted to increasing servicing facilities. S. M. Felton, Jr., is district manager.

NIAGARA SALES COMPANY GETS HUPP FRANCHISE

Buffalo, N. Y., Feb. 5. — The Niagara Garage and Sales Company has taken over the Lockport, N. Y., franchise for Hupmobile distribution. Morris E. Wire is proprietor of the new distributing company, which has its headquarters at 73 Richmond Ave. in that city.

Major Specifications and Mechanical Details of 1928 Commercial Car Built in the United States

(CONTINUED FROM PRECEDING PAGE)

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Ruggles 42	3½	2565	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 6600 B	D R	37.4	R	R	152	4300	34x4 S	34x8 S
Ruggles 45	3	3195	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 8800 B	D R	42.0	R	R	148	5200	36x5 S	36x10 S
Selden 17	1½	1600	Con 18 E	6	3⅜x4	27.0	Pb	Zen	Vac	Aut	W-G	U	3	Cla	St	Opt.	4	D	142	3750	30x5	30x5
Selden 37 C	2½	2100	Con 15 C	6	3⅜x4⅝	27.0	Pw	Str	Vac	Aut	Br-L	U	4	Cla 506	St	Opt.	4	D	151	4600	30x5	30x5 D
Selden 47	3–4	3600	Con 6 B	6	3¾x5	33.7	Pw	Str	Vac	Aut	Br-L	U	4	Cla 720	St	Opt.	R	R	165	5550	32x6	32x6 D
Selden 77	5–7	5800	Buda G L 6	6	4¾x6	54.1	Pw	Str	Vac	Aut	Br-L	A	7	Wis	D R	Opt.	R	R	211	8850	36x8	36x6 S D
Selden 47 X	4	3795	Con 6 B	6	3¾x5	33.7	Pw	Str	Vac	Aut	Br-L	U	4	Wis	D R	Opt.	R	R	130	5760	34x7	34x7 D
Selden 22	21 Pas	2750	Con 15 C	6	3⅜x4⅝	27.0	Pw	Str	Vac	N E	Br-L	U	4	Cla 506	St	Opt.	R	R	184	4400	32x6	32x6
Selden 42	25 Pas	3900	Con 6 B	6	3¾x5	33.7	Pw	Str	Vac	N E	Br-L	U	4	Cla 720	St	Opt.	R	R	210	5890	32x6	32x6 D
Selden B 47 X	4	3795	Con 6 B	6	3¾x5	33.7	Pw	Str	Vac	Aut	Br-L	U	4	Cla 720	St	Opt.	R	R	143	6260	34x7	34x7 D
Selden B 22 C	18	2125	Con 15 C	6	3⅜x4⅝	—	Pw	Str	Vac	Aut	Br-L	U	4	Cla 506	St	Opt.	4	D	184	4800	30x5	30x3 D
Selden B 42	25	3900	Con 6 B	6	3¾x5	—	Pw	Str	Vac	Aut	Br-L	U	4	Cla 720	St	Opt.	R	R	210	1800	32x6	32x6 D
Standard 2½ K	2½-3¼	3200	Con K-4	4	4⅛x5¼	27.2	Pb	Str	Vac	Aut	Br-L 35	C	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½–5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L 55	C	7	Tim 66700	Sp Wo	83.0	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5–7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	C	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
***Stewart Buddy 21**	¾	895	Lyc W S G	6	2⅞x4⅜	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	Sp	30.0	R	D	118	2690	30x5.50	30x5.50
***Stewart Buddy 21 X**	1	985	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Vac	Rem	W-G	U	3	Sal	Sp	30.0	4	D	128	2750	30x5	30x5
***Stewart 16**	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3175	32x6	32x6
***Stewart 16 X**	1¼	1295	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3175	32x6	32x6
***Stewart 24**	1½	1645	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3850	30x5	30x5 D
***Stewart 24 X**	1½	1645	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3850	30x5	30x5 D
***Stewart 25**	2	1975	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4075	32x6	35x7
***Stewart 25 X**	2	1975	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4075	32x6	32x7
***Stewart 25 W**	2	2095	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	146	4175	32x6	34x7
***Stewart 25 X W**	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	145	4175	32x6	32x7
Stewart 26 X	2	2190	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	165	5000	32x6	32x6 D
Stewart 26 X W	2	2290	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5150	32x6	32x6 D
***Stewart 18 X**	2½	2690	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5800	32x6	32x6 D
***Stewart 19 X**	3	3490	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	34.8	4	D	165	6400	36x5	36x10
***Stewart 22 X**	4	4200	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	12	Tim	Wo	34.8	4	D	165	7500	36x5	36x12
Studebaker G D-N	1	1075	Own	6	3⅜x4½	27.3	P C	Str	P	Rem	Own	U	3	Own	Sp	13.7	4	Js	140	2860	30x5	30x5
Studebaker "77" Jr.	2½	2580	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	158	....	20x6.75 B	20x6.75 B
Studebaker "76" Spec.	3	2775	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	184	....	20x7.50 B	20x7.50
Studebaker "75" H. D.	3½	3275	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	4	Eat	Sp	24.6	4	Js	184	....	20x7.50 B	20x7.50
Stud. Ersk. Mod. 52-B	½	675	Con 9 F	6	2⅜x4½	18.0	P C	Sch	Vac	Rem	W-G	U	3	Tim	Sp	15.6	4	Js	109	....	30x5.00	30x5.00
Velie 33	¾	1165	Own 56	6	3⅛x4½	24.5	Pw	Str	Vac	Aut	W-G	U	3	Own ½	Sp	4.9	4	Tr	112	2352	30x5.25	30x5.25
Velie 40	1½	1595	Own 40	6	3⅛x4⅝	24.4	Pw	Str	Vac	Rem	W-G	U	3	Col ½	Sp	6.5	4	Tr	148	4198	32x6.75 B	32x6.75 B
Victor 30	1¼	1595	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	131	3000	30x5	30x5
Victor 35	1½	1895	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	144	3200	30x5	30x5 D
Victor 40	2	2195	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4300	32x6	34x7
Victor 45	2½	2495	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4500	32x6	32x6 D
Victor 70	3	3495	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	5800	34x7	40x8
Victor 75	3½	3895	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	6000	34x7	34x7 D
Whippet 96	½	365	Own 96 A	4	3⅛x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	15.84	4	R	103¼	1469	28x4.75	28x4.75
Whippet 96 A	½	365	Own 96 A	4	3⅛x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.75	4	R	103¼	1526	28x4.75	28x4.75
†White 15 B	1	1545	Own G K A	4	3¾x5½	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3774	32x6	32x6
†White 20-A	1½	2125	Own G K A	4	3¾x5½	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
†White 56	2	3125	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.1	R	D	165	5157	36x4 S	36x7 S
†White 51-A	2½	3750	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
†White 55	3½	4650	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	50.4	D	R	174	8402	36x5 S	40x5 S D
†White 52-T	3½	4700	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	58.4	D	R	129½	8126	36x5 S	40x5 S D
†White 52	5	5100	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	5	Own	I G	91.9	D	R	174	9184	36x6 S	40x12 S
†*White 58	3	4400	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	49.5	D	A	180	7400	36x5 S	36x5 S D
***†White 50B 25-29 Pas.**	—	5350	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	19.3	R	D	198	6494	34x7	34x7 D
***†White 53 18-21 Pass.**	—	4250	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	18.1	R	D	180	6000	34x7.50B	34x7.50DB
***†White 54 25-29 Pass.**	—	7500	Own 1 A 1	6	4⅜x5¾	45.9	Pw	Zen	Aut-P	L-N	Own	U	4	Own	Sp	23.0	4	D	227	7915	38x9.00B	38x9.00DB
White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	Rem	Own	U	3	Own	Sp	17.5	*4	D	138	3738	30x5	32x6
Willys-Knight 15	1½	1545	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3⅜x4⅜	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4⅜	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4⅜	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4⅜	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	164	5020	32x6	32x6 D
Willys-Overl'd T 101	1	....	Own W K	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful WO	U	4	Clark B 364	Sp	33.5	4	R	131	2700	30x5	30x5
Willys-Knight T 103	1	....	Own Pop't	6	3⅛x3⅞	23.4	Pb	Til	Vac	Aut	Ful WO	U	4	Clark B 364	Sp	33.5	4	R	131	2600	30x5	30x5

GENERAL NOTATIONS

***†REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the **"SPECIAL NOTATIONS."**

CAPACITIES given in this table are in tons or fractions of tons. Bus capacities are given in number of passengers. *On GMC Line shows maximum allowable gross weight.

TIRE EQUIPMENT where not otherwise indicated is solid.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Fb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; P&S, pressure with splash; CS, circulating splash. Sp, Splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump Auto-P, Auto pulse; E, Electric pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION—Br L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine. J, Jackshaft.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rear wheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission; W, Westinghouse air brake.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTES

AMERICAN-LA FRANCE

**On Model W—This model is also available with worm drive axle.

AUTOCAR

†Engines in these models are located under the driver's seat.

DURANT LINE

*Price includes panel body.

G. M. C. LINE

†Pneumatic tire equipment also available.

*Model T30A is also available as Model T30B, priced $1,435, with 152-inch wheel base, and as Model T30C, priced $1,485 on 164-inch wheel base.

*Model T42A is also available as Model T42B, priced $1,720 on 152-inch wheel base, and as Model T42C, priced $1,735 on 164-inch wheel base, and also as Model T42D, priced $1,760 on 175-inch wheel base.

*Model T60A is also available as Model T60B, priced $2,625 on wheel base of 160 inches; also as Model T60C, priced $2,650 on 180-inch wheel base, and as Model T60D, priced $2,685 on 200-inch wheel base. Prices on these models are for solid tire equipment. Pneumatic tire equipment is also available in each case at $215 extra.

*Model T80A is also available as Model T80B, priced $2,815 on 160-inch wheel base; also as Model T80C, priced $2,830 on 180-inch wheel base, and as Model T80D, priced $2,865 on 200-inch wheel base. Prices on these models are for solid tire equipment. pneumatic tire equipment is available in each case at $295 extra.

*Model K102A is also available as K102B, at $5,320 on 184-inch wheel base.

FLEET-ARROW LINE

*Model F. A. 1 is also available as Model F. A. 2, at $2,500 on wheel base of 160 inches, weight 3,975 lbs., and as Model F. A. 3, at $2,560, with seven speed transmission, on 180-inch wheel base, weight 3,985 lbs.

HAHN LINE

*Model 24 also available as Model 26, priced $1,495, on 144-inch wheel base, with Buda H. S. engine, 6-cyl. 3⅝x4½ inches rated 27.3 h. p., weight 3,200 lbs.

*Model 34 also available as Model 36, with Buda H. S. 6 engine (described above), weight 3,850 lbs.

*Model 44 also available as Model 46, priced $2,410, on 156-inch wheel base, with Buda H. S. 6 engine, as in Model 26, weight 4,200 lbs.

†Model 56 also available on 171-inch wheel base.

INTERNATIONAL HARVESTER LINE

*Model HS-54 also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

*Model HS-54-C also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

†Frame is reinforced with inserted channels in each side rail, extending from dash to rear end.

*Model HS-74 also available in the following wheel bases, 144-inch tractor, 185, 210 and 235-inch.

*Models HS-74-C and HS-104-C also available in the following wheel bases, 146-inch tractor, 185, 210 and 235-inch.

All Model HS heavy-duty International truck models are equipped with built-in vibration dampered clutches.

LARRABEE

*Note—Bevel gear, worm or double reduction drive rear axle available in models 40 and 50. Bevel or double reduction axles available in 30. Worm or double reduction axles in 60 and 70. Three or more wheel bases in each model. All Larrabee models have hydraulic brakes; 40 up have vacuum booster.

MACK LINE

*Model AB, 1½ to 2 ton model, also available with double reduction rear axle; priced $2,450.

*Model AB, 2½ to 3 ton model, also available with double reduction rear axle; priced $3,850.

CT—City type bus.

P—Parlor type bus.

†Gas electric drive.

**Equipped with electric brakes on rear wheels and hand brake on drive shaft.

PIERCE-ARROW LINE

*Model FA1 also available as Model FA2, at $2,500 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,550 on 180-inch wheel base, weight 4,200 lbs.

*Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,800 lbs.

*Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

*Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

*Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base, weight, 9,050 lbs.

*Model RD1 is also available as Model RD2, at $5,450 on 180-inch wheel base, weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

*Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REPUBLIC LINE

*Model 75-4, also available as Model 75-6, priced $1,495, on 128-inch wheel base, with Lycoming 4SL engine, 6-cyl. 3¼ by 4¼ inches, rated 25.2 h. p., weight 3,150 lbs.

*Model 76-4, also available as Model 76-6, priced $1,675, on 150-inch wheel base, with Lycoming 4SL engine, as in Model 75-6, weight 3,500 lbs.

†Model 60-61, also available with four-wheel brakes, $3,155.

**Model 62, same as 60-61, on 171-inch wheel base, $3,040.

†Model 25W—25WRB available with four wheel brakes.

**Model 66, same as 65, on 200-inch wheel base, $3,750.

**Model 25W, 25WB and 25WBR also available in 3½-ton capacities as Models S25W, S25WB and S25WRB on wheel bases of 165, 156 and 124 inches, priced $3,695.

**Models 35 and 35B also available in 5-ton capacities on wheel bases of 170 and 157 inches, priced $5,145.

**Model 85 also available on Model 86 on 170-inch wheel base, price $2,150.

**Model 50-51 also available as Model 53 on 170-inch wheel base.

REO LINE

*Tonner in wheel base, 123, 138; 1½ in wheel base, 137, 156, 152; 2 in. wheel base, 152, 168, 3 in. wheel base, 163, 179, 134.

STEWART LINE

*Buddy ¾-ton can be equipped with 4 wheel brakes.

*Buddy 1-ton can be supplied in 138-inch wheel base.

*Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

*Models 24 and 24X can be supplied in 132 and 160-inch wheel base.

*Models 25, 25W, 25X and 25XW can be supplied with dual 32x6 tires, also 160-inch wheel base.

*Model 26X and 26XW can be supplied in 148 and 190-inch wheel base.

*Model 18X can be supplied in 148 and 190-inch wheel base.

*Models 19X and 22X can be supplied in 148, 172, 190 and 220-inch wheel base.

WHITE LINE

*Bus Model 53 is equipped with Booster Brakes and 50B and 54 with air brakes. Model 53 with air brakes as optional equipment.

Model 60 gross weight capacity, with 32x6 tires, 8,000 lbs.; 34x7.50 balloon tires optional at extra cost.

†Supplied in optional wheel bases.

FORD LINE

*Rear axle ratios of 5.1 to 1 and 7.26 to 1 are also available.

WHITE COMPANY NET FOR 1928 $2,320,000

Cleveland, Feb. 5.—The preliminary report of the White Motor Company and subsidiaries for the year ended December 31, 1928, shows a net income of approximately $2,320,000 after charges and taxes, equivalent to $2.90 a share (par $50) earned on 800,000 shares of stock. This compares with a net loss of 1927 of $895,341 after charges and after giving effect to increase in book value of investment in White Motor Securities Corporation and White Motor Realty Company.

Preliminary statement of White Motor Company and subsidiaries as of December 31, 1928, shows total assets of $51,701,000, comparing with $50,149,292 on December 31, 1927, while surplus amounted to $6,802,000, against $5,781,352. Current assets at end of 1928 were $32,005,000 and current liabilities $3,751,000, comparing with $30,349,314 and $3,718,231, respectively, at close of previous year. Inventories were valued at $13,255,000, comparing with $16,287,358.

PINES WINTERFRONT CO. DECLARES REGULAR DIV.

Chicago, Feb. 5.—Pines Winterfront Company has declared the regular quarterly dividend of 75 cents on the Class A, payable March 1 to stock of record February 15.

N. Y. LICENSE PLATES TO BE CHANGED AGAIN

Albany, N. Y., Feb. 5.—The small serial number which precedes the main numbers will be eliminated in future automobile license plates, according to officials of the State Motor Vehicle Bureau, Commissioner Charles A. Hartnett states that the manufacture of 1930 plates will start about May 15 at Auburn prison.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

MULLAN BRANCH CHIEF OF UNIVERSAL CREDIT CO.

Cleveland, Feb. 5.—W. G. R. Mullan, formerly of the Manufacturers' Finance Company of Baltimore, has been named branch manager of the Universal Credit Company, which has opened offices here to handle authorized Ford financing. The Cleveland branch, the thirteenth in a series to be opened in large cities throughout the country, occupies the tenth floor of the Union Trust Company.

THERMOID RUBBER CO. TO OFFER NOTES, STOCKS

New York, Feb. 5.—Eastman, Dillon & Co., Schulter & Co., and Oliver J. Anderson & Co. will offer $2,500,000 five-year 6 per cent. sinking fund notes, with stock purchase warrants, and $1,000,000 7 per cent. cumulative convertible preferred stock with 10,000 shares of common stock of the Thermoil Company, manufacturer of automobile brake lining.

Proceeds will be used toward acquisition of the Thermoid Rubber Company and its associated company, Stokes Asbestos Company, to furnish additional working capital and for other corporate purposes.

M. D. PRIDE SPENDING SIX WEEKS IN FLORIDA

Evansville, Ind., Feb. 5.—M. D. Pride, general manager of Pride Brothers, operators of public garage, United States tire dealership and ten combined tire, battery and oil service stations in southern Indiana, left for a six weeks' visit in Florida. He will join his brother, Grover C. Pride, who has been sojourning in Hollywood, Fla., owing to ill health.

WAYNE PUMP DECLARES REGULAR QUARTERLY DIV.

New York, Feb. 5.—The Wayne Pump Company declared the regular quarterly dividend of 87½ cents on the convertible preference, payable March 1 to stock of record February 15.

TRANSUE & WILLIAMS PROFIT IN '28 $226,142

New York, Feb. 5.—The report of Transue & Williams Steel Forging Corporation for the year ended December 31, 1928, shows a net profit of $226,142, after charges and taxes, equivalent to $2.26 a share earned on 100,000 shares of no-par stock. This compares with $13,864, or 13 cents a share, in 1927.

CITIES SERVICE OIL CO. BUYS OUT COMMONWEALTH

New York, Feb. 5.—Cities Service Oil Company has purchased the Commonwealth Oil Company, with eleven stations in St. Louis. A number of sites for additional stations have been secured and an extensive program of expansion and development in the St. Louis area will be started immediately. The purchase follows the recent acquisition of systems of retail stations in important communities in Ohio, Illinois, Kansas, Minnesota and the District of Columbia.

PACKARD STOCK OF RECORD DATE CHANGED TO FEB. 11

Detroit, Feb. 5.—Stock of record date of Packard Motor Car regular monthly dividend of 25 cents for February has been changed to February 11 instead of February 12, because the latter date is a legal holiday.

Rubber Prices

New York, Feb. 5.—Crude rubber remained unusually steady in the local markets yesterday, with none of the active months falling more than 20 points after having sold above the previous close during the first hour.

Contrasting the day's developments no doubt gives a better picture of the situation. oLndon declined one farthing. Singapore was off ¼d. to 3-16d. Malayan gross shipments were better than 50,000 tons for January for the third consecutive month, tire prices were reduced on Saturday and yesterday a prominent manufacturer announced that American manufacturers have ample rubber on hand to meet all demands. An increase in British stock was also shown. January shipments from Malaya, however, were lower than those of December, being 52,546 tons in January against 66,763 in December. Also London's yesterday decline was an adjustment to meet our lower values established Saturday.

Yesterday early selling attempts were met with quick response from market supporters, especially from an important uptown operator.

The outside market had a quiet day, with slightly lower prices of the standard ribs for both spot and future delivery.

RUBBER EXCHANGE OF NEW YORK

	High	Low	Close	Prev. close
February..	21.70	21.60	21.60a21.70	21.70
March	22.00	21.70	21.80	21.80
April	.....	.....	*22.00	22.00
May	22.50	22.20	22.20	22.40
June	.....	.....	*22.40	22.60
July	22.80	22.50	22.50a22.60	22.70
August	.....	.....	*22.70	22.80
September..	23.00	22.80	22.80	22.90
October ...	23.00	23.00	*22.90	23.00
November..	.....	.....	*23.00	23.10
December..	23.40	23.00	23.10	23.20
1930—				
January ..	.....	.....	*23.20	23.30

Spot price, *21.80. Sales, 800 lots.

*Nominal.

OUTSIDE CLOSING PRICES

(Per pound, delivered, New York)

	Bid	Asked
Plantation—		
Ribbed, smoked sheets, spot...	21¾	21⅞
February	21⅝	21¾
March	22	22⅛
April-June	22¼	22½
July-September	22⅝	22⅞
Spot—		
First latex crepe.....	22¼	22⅜
Clean thin brown crepe.....	20½	20¾
Specky brown crepe.....	20⅜	20⅝
Rolled brown crepe.....	16¼	16½
No. 2 amber.....	20¾	21
No. 3 amber.....	20½	20¾
No. 4 amber.....	20¼	20½
Paras—		
Up-river, fine, spot.....	23½	24
do coarse	14⅝	15
Acera, fine, spot.....	24¼	24½
Caucho ball—Upper	14	14¼
Brazil, washed, dried, fine..	28	..
Centrals—		
*Esmeraldas	13½	14
*Central scrap	13½	14
Guayule, washed and dried..	..	18
Balata—		
*Block Ciudad	50	..
*Surinam sheet	52	..
*Manaos block	50	..
Peruvian block	27	28

SCRAP RUBBER

(Dealers' buying prices, f. o. b., New York)

Boots and shoes, black, ton.	$19.00	a20.00
Arctics, cwt.	.50	a .60
Inner tubes, mixed, cwt....	3.75	a 3.80
Inner tubes, red, cwt.....	4.50	a 4.75
Tires, standard, mixed, ton..	17.00	a18.00
Inner tubes, No. 1, cwt....	6.00	a 6.25
Inner tubes, No. 2, cwt....	3.62½	a 3.75
Mixed hose, soft, cwt.....	.50	a .55
Hose, air brake, ton..	27.50	a30.00

*Nominal.

AUTOMOTIVE DIVIDENDS

Company—	Period	Dividend	Payable	Of Record
Allis-Chalmers	Quarterly	$1.75	Feb. 15	Jan. 25
Chicago Yellow Cab	Monthly	.25	Feb. 1	Jan. 21
Chicago Yellow Cab	Monthly	.25	Mar. 1	Feb. 19
Chrysler	Quarterly	.75	Mar. 30	Mar. 2
Continental	Quarterly	.20	Jan. 30	Jan. 15
Du Pont	Quarterly	1.50	Jan. 16	Jan. 10
Eaton Axle & Spring	Quarterly	.75	Feb. 1	Jan. 15
Firestone	Quarterly	2.00	Jan. 20	Jan. 10
Firestone 6% preferred	Quarterly	1.50	Jan. 15	Jan. 1
Firestone 7% preferred	Quarterly	1.75	Feb. 15	Feb. 1
Franklin	Quarterly	.50	Jan. 20	Jan. 10
Franklin preferred	Quarterly	1.75	Feb. 1	Jan. 20
General Electric	Extra	1.00	Jan. 25	Dec. 19
General Electric	Quarterly	1.00	Jan. 25	Dec. 19
General Electric (special $10 par)	Quarterly	.15	Jan. 25	Dec. 19
General Motors 6% debenture	Quarterly	1.50	Feb. 3	Jan. 7
General Motors 6% preferred	Quarterly	1.50	Feb. 3	Jan. 7
General Motors 7% preferred	Quarterly	1.75	Feb. 3	Jan. 7
Glidden	Quarterly	.37½	Apr. 1	Mar. 16
Glidden	Extra	.12½	Apr. 1	Mar. 16
Glidden pf	Quarterly	1.75	Apr. 1	Mar. 16
Goodrich	Quarterly	1.00	Mar. 1	Feb. 8
Goodrich pf	Quarterly	1.75	Apr. 1	Mar. 8
Goodrich pf	Quarterly	1.75	July 1	Jun. 10
Hayes Body (initial)	Quarterly	.75	Jan. 25	Dec. 19
Hudson	Quarterly	1.25	Apr. 1	Mar. 11
Hupp	Quarterly	.50	Feb. 1	Jan. 15
Hood preference	Quarterly	1.87	Feb. 1	Jan. 21
Hood preferred	Quarterly	1.75	Feb. 1	Jan. 21
International Harvester pf	Quarterly	1.75	Mar. 1	Fed. 5
Johns-Manville	Quarterly	.75	Jan. 16	Jan. 2
Kelsey-Hayes preferred	Quarterly	1 75	Feb. 1	Jan. 21
Marmon	Quarterly	1.00	Mar. 1	Feb .15
McCord Radiator	Quarterly	.50	Feb. 1	Jan. 26
Nash	Quarterly	.50	Feb. 1	Jan. 21
Packard	Extra	.50	May 31	May 11
Packard	Monthly	.25	Apr. 30	Apr. 12
Packard	Monthly	.25	Mar. 30	Mar. 12
Packard	Monthly	.25	May 31	May 11
Stewart-Warner	Quarterly	2%	Aug. 15	Aug. 5
Stewart-Warner	Quarterly	2%	Nov. 13	Nov. 5
Stewart-Warner	Quarterly	1.50	Feb. 15	Feb. 5
Studebaker	Quarterly	1.25	Mar. 1	Feb.
Studebaker	Quarterly	1.75	Mar. 1	Feb. 9
Westinghouse Air Brake	Quarterly	.50	Jan. 31	Dec. 31
Westinghouse	Quarterly	1.00	Jan. 31	Dec. 31
Westinghouse preferred	Quarterly	1.00	Jan. 15	Dec. 31
Willys-Overland	Quarterly	.30	Feb. 1	Jan. 18

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE

Previous 1929 High	Previous 1929 Low	Div.		Sales	High	Low	Close	Net Change
65	48	....	Advance Rumely	28,000	74½	69	69⅝	+ 3⅝
67	58½	....	Advance Rumely pf	700	73⅝	68	69½	+ 2
11¼	9½	....	Ajax Rubber	1,700	10⅝	10	10⅝	+ ⅛
194	175	7	Allis Chalmers	300	185½	185	185½	— 2½
47⅛	41⅝	....	Am. Bosch Magneto	1,100	42⅝	41¼	41⅝	— ⅛
8⅝	7⅛	....	Am.-La France	500	7¼	7⅛	7¼	....
56⅛	52½	....	Briggs Mfg. Co.	17,000	55	54⅛	54⅞	....
73⅝	67	3	Brockway Motor	700	68⅝	67⅜	68	— ½
36⅞	29⅝	....	Chic. Pneu. Tool	300	34½	34	34	— ⅝
135	108⅝	3	Chrysler Corp.	81,000	111¼	108½	109¼	— ⅝
28⅜	19⅛	.80	Continental Motors	19,500	25½	24⅝	24⅞	+ ⅛
76¾	61	3	Eaton Axle & Spring	2,100	75	74½	75	— ¼
170	134½	4.50	Electric Auto-Lite	9,500	167½	163	165	— 3⅛
90⅞	83½	5	Elec. Stor. Bat.	7,900	92⅞	90½	90½	— 1
13⅝	10⅝	....	Emerson Brant A	1,400	13⅞	12½	12⅝	+ 1½
20⅞	18⅛	.80	Federal Motors	400	18½	18⅛	18⅝	+ ½
20⅛	15⅝	....	Fisk Rubber	6,200	18⅞	17⅝	17⅝	— 1
72½	65	....	Fisk Rubber 1st pf	100	66½	66½	66½	— 1½
31⅝	24	....	Gabriel Snubber	9,500	32½	31	32½	+ 1½
25	15	....	Gardner Motor	16,000	22⅛	20¼	20⅝	+ 1
86	78	....	General Motors	49,500	84⅝	83	84	+ 1
126½	124⅝	7	General Motors 7% pf.	300	126	125½	126	+ ½
44¼	36⅜	1.75	Glidden Co.	2,600	42	41⅝	41⅞	....
165⅝	94⅛	4	Goodrich	3,700	98⅝	96¼	97	— 1⅝
118	113	7	Goodrich pf	200	114⅝	114⅝	114⅝	....
140	122½	....	Goodyear T. & R.	4,500	131⅞	129¼	129¼	— 2⅝
103⅞	102	7	Goodyear T. & R. pf	300	102½	102⅝	102⅝	....
54	46⅛	....	Graham-Paige Motor	1,700	50	49	49	— ½
93	84	5	Hudson Motor Car	8,000	89⅝	87⅝	88	— ¼
82	75½	2	Hupp Motor Car	5,100	78⅞	77⅝	78⅜	— ⅛
32½	20⅛	....	Indian Motorcycle	100	24	24	24	+ ⅛
14¼	11	....	Intercon. Rubber	400	11⅝	11¼	11¼	— ⅛
115	92⅝	2.50	International Harvester	4,300	110⅛	109	109	— 1
145	142½	7	Internat'l Harvester pf	300	143	143	143	— 1
242¾	180⅛	3	Johns-Manville	7,700	239	233	234	— 6
16½	12⅛	....	Jordan Motor Car	2,500	13⅝	13⅛	12½	+ ⅛
24	20½	....	Kelly-Springfield	3,000	21⅝	21	21¼	— ⅝
100	98½	....	Kelly-Springfield 6s pf.	100	97⅞	97⅞	97⅞	— ⅝
94⅞	88½	....	Kelly-Springfield 8s pf.	100	88⅝	88⅝	88⅝	— ⅝
56¼	47⅝	2	Kelsey-Hayes Wheel	23,200	61⅝	56¼	59¼	+ 3⅝
25	21⅝	....	Lee Rubber & Tire	300	23	22½	22½	+ ¼
114¼	104	6	Mack Trucks	31,600	113⅜	109⅜	112⅝	+ 2⅝
84	69½	4	Marmon	800	72	71	71⅞	+ 1⅛
79⅞	74	3.75	Marlin Rockwell	100	77⅜	77⅜	77⅜	+ ⅜
34⅜	27½	....	Mengel	3,500	31	29⅞	30½	+ ⅞
28⅜	22½	....	Miller Rubber	300	24⅜	24½	24⅜	+ ⅛
8	6½	....	Moon Motors	1,900	7¼	7	7	....
25⅜	20	....	Moto Meter A	200	21⅞	21⅞	21⅞	+ ⅛
194⅝	166⅝	2	Motor Products	500	190¼	190	190	....
46¼	42½	2	Motor Wheel Corp.	5,900	47½	46⅝	46⅝	+ ⅛
81⅝	70⅝	....	Mullins Mfg.	200	74	73	73	+ 1
77⅞	68	....	Murray Corp.	1,700	74⅛	72⅞	73⅜	— ⅛
118⅞	102¼	6	Nash Motors	7,800	114⅝	112⅛	112½	— ⅜
6½	5	....	Norwalk T. & R.	400	6¼	6	6	— ⅛
10	8½	....	Omnibus Corp.	1,400	8⅝	8½	8½	— ⅛
158	135	3.50	Packard Motor Car	70,400	138⅝	135½	137	+ 2
22½	19⅛	....	Peerless Motor Car	600	20½	20	20	— ⅝
37⅜	28⅝	....	Pierce-Arrow	500	34⅞	34⅛	34⅛	— ⅛
86½	72½	....	Pierce-Arrow pf	200	83	83	83	....
31⅞	28	1	Reo Motors	4,000	28¼	27⅜	28	....
12¼	10⅜	....	Reynolds Spring	700	10⅞	10½	10⅜	— ⅛
52	45	....	Spicer Mfg. Co.	500	55	51½	55	+ 3½
145	121½	6	Stewart-Warner Speed.	1,500	141¼	140⅛	141	+ ½
68⅞	52¾	3	Stromberg Carburetor.	1,200	67	65	67	+ 2
98	77	5	Studebaker Co.	16,200	96½	95	95	— ½
81½	76¼	6	Timken Roller Bear	6,400	80	79	79⅞	+ 1
44¼	41⅛	2.50	Trico	1,700	43⅛	42½	42½	+ 1⅛
55¼	42	....	U. S. Rubber	11,500	51⅝	50	50¼	— ¾
92½	81	....	U. S. Rubber 1st pf	200	88¼	87½	87½	— ½
49¾	45½	2	Westinghouse A. B.	2,200	47⅝	46⅞	47	+ ¼
50½	40⅝	1	White Motors	6,300	50⅝	49⅛	49⅛	— ⅞
35	30¼	1.20	Willys-Overland	17,100	31½	31	31¼	— ⅛
103	99⅝	7	Willys-Overland pf	100	100⅝1	100⅛	100⅛	+ ⅛
65	62	4	Yale & Towne	300	64	63	63	....
43⅜	37⅛	....	Yellow Tr. and C.	8,200	41⅛	39⅝	39⅝	— ....

NEW YORK CURB MARKET

Sales		High	Low	Last	Net Chg.
100	Auburn Aut.	149	149	149	+ ⅛
500	Bohn Alum.	117¾	117	117	— ⅜
1300	Budd Mach.	52	48½	52	+ 2¾
5300	Bullard M. T	51½	50	51½	+ ⅛
2000	C G Spring.	13¾	13½	13½	....
15500	Cities Service	92⅜	91⅝	92⅜	+ ⅝
1000	do pf	97½	96½	97½	+ ¼
1000	Doehler D C.	37⅝	36⅜	36⅝	— ⅝
7000	Durant Mot.	18	17¼	17⅝	+ ⅛
1100	Fargol Mot.	6	5⅝	6	....
3600	Fiat	15⅞	15¼	15¼	— ⅝
50	Firestone	240	240	240	—1
90	Ford Cana.	638	631	631	+1
100	Hall Lamp.	26	26	26	....
200	P P Glass	72⅞	72⅞	72⅞	—1½
400	Raybestos	75⅛	75	75⅛	+ ⅛
5700	Serv-el Inc.	18½	18	18⅜	+ ⅛
400	Sparks Wit.	176	175	175	—2
100	Stutz Motor.	21	21	21	+ ⅛
1400	Triplex	29	28⅝	28⅝	+ ⅛
900	Watson J W	10¼	10⅛	10⅜	+ ¼
400	West Auto.	55	54⅝	55	+ ⅜
6400	Wire Wheel.	34	32⅝	33⅜	+ ⅝

CHICAGO

Sales		High	Low	Last
100	Acme Steel	89¾	89¾	89¾
3000	Auburn Auto	151	146½	149
50	Bastian Blessing.	41¼	41	41
1800	Bendix Corp.	121	119¼	120
4700	do rights	2¾	2⅛	2⅝
2600	Borg-Warner	149	146⅛	147½
3500	do rights	4⅝	4⅜	4⅝
550	do 7s pf.	103½	102	103½
550	Chi Yellow Cab.	32⅝	31½	32⅝
200	Jackson Motor	40½	39	40½
300	La Salle Ext.	5⅛	4⅝	4⅝
60	Midland Steel	101	101	101
33	do 6s pf A	85½	85½	85½
6	do 7s prior	100	100	100
1250	Mohawk Rubber	60	59	59
850	Pines W F	236	233	235
850	Ross Gear	57	56⅛	57
400	Thompson	55½	55	55½
600	do rights	1⅛	1	1⅛
2350	United Corp	36	35	35
1020	Van Skln Corp.	35½	35	35
10	Waukesha Motor.	173	173	173
50	Wayne Pump	28	28	28

CLEVELAND

100	Aetna Rubber	26	26	26
105	Akron Rubber	23½	23¼	23¼
90	Firestone 7s pf.	109	109	109
5	General Tire pf.	101	101	101
15	Glidden pr pf.	105	105	105
910	India Tire	67⅞	66⅛	66⅛
61	Jaeger	37¼	37	37
100	Mohawk Rubber	59½	59½	59½
5	do pf	85	85	85
43	Packard Electric.	125	125	125
90	Seiberling Rubber.	60	58½	60
100	F B Stearns	5⅞	5⅞	5⅞
113	Youngstn S&T pf.	102	102	102

DETROIT

490	Auto Fan	13½	13¼	13¼
165	Bohn Alum	116¼	116¼	116¼
7940	C G Spring	14	13⅝	13¾
2615	do pf	11½	11	11⅛
200	Detroit Motor Bus	9¼	9¼	9¼
375	Federal Mogul	30¾	30⅜	30¾
300	Federal Truck	18¼	18⅛	18⅛
4940	G R Metal	16½	16	16⅛
1891	Hall Lamp	26	25⅜	25⅝
584	Hayes	55⅜	54⅛	54½
930	Houdaille A	60¼	60	60¼
1950	do B	61	60	61
175	Lakey	33	33	33
100	Mich Steel Tbe	33	33	33
659	Timken	31	30⅝	31

(The above tables show Monday's automotive stock movements, complete.)

Automotive Stock Statistics

(Revised weekly from records of New York Stock Exchange)

PASSENGER CARS

Common stock	Shares authorized	Shares issued	Par Value	Dividend	% yield at current prices	1927 earnings per share
Chandler	1,000,000	280,000	None	None	....	.....
Chrysler	6,000,000	4,407,296	None	*3.00	*2.6	‡5.51
Gardner	300,000	250,000	$5	None	....	.....
General Motors	$750,000,000	$435,000,000	$25	*5.00	*2.4	‡13.42
Hudson	2,000,000	1,596,000	None	5.00	5.7	‡8.79
Hupp	2,000,000	1,080,861	$10	*2	*2.5	.....
Jordan	200,000	126,000	None	None	....	.....
Moon	400,000	400,000	None	None	....	.....
Nash	2,730,000	2,730,000	None	*4.00	*3.4	†1.96
Packard	5,000,000	3,004,264	$10	*3.00	2.0	‡‡7.28
Peerless	400,000	269,589	$50	None	....	.....
Pierce-Arrow, A	197,250	197,250	None	None	....	.....
Reo	.....	.....	$10	*80	2.6	‡2.28
Willys-Overland	3,000,000	2,524,602	$5	1.20	4.4	‡8,557,399
RUBBER COMPANIES						
Ajax	1,000,000	880,330	None	None	....	.....
Fisk	1,250,000	840,624	None	None	....	**4,839,854
Goodrich	1,000,000	745,910	None	4.00	4.1	.....
Goodyear	1,450,000	829,597	None	None	....	†7.00
Kelly	1,200,000	363,840	None	None	....	‡357,741.10
Lee	300,000	300,000	None	None	....	.....
Miller	400,000	260,201	None	None	....	.....
U. S. Rubber	2,000,000	810,000	$100	None	....	.....
TRUCKS AND TRACTORS						
Advance Rumely	137,500	137,000	$100	None	....	.....
Allis Chalmers	500,000	260,000	$100	7.00	4.0	‡7.26
Brockway	.....	.....	None	*3.00	*4.3	‡3.73
Federal	500,000	487,359	None	*.80	*3.9	†.45
Intern. Harvester	1,300,000	1,059,492	$100	2.50	2.3	.....
Mack	1,000,000	781,528	None	6.00	5.4	‡6.05
White	1,000,000	80,000	$50	1.00	2.1	†1.45
Yellow A	1,700,000	800,000	$10	None	....	.....
ACCESSORIES, EQUIPMENT, ETC.						
American Bosch	250,000	207,399	None	None	....	**3.44
Briggs	2,025,000	2,003,225	None	None	....	.....
Continental Motors	3,000,000	7,760,845	None	.80	3.0	†.46
Eaton	.....	270,000	None	3.00	4.3	.....
Electric Auto-Lite	890,000	890,000	None	4.00	2.4	**8.00
Elec. Stor. Battery	.....	806,000	None	5.00	5.9	‡5.17
Gabriel, A	198,000	198,000	None	None	....	‡1.60
Glidden	500,000	500,000	None	None	....	.....
Kelsey-Hayes	.....	398,000	None	2.00	3.7	†1.02
Marlin Rockwell	400,000	362,145	None	*2.00	*2.6	‡3.87
Martin Parry	200,000	125,000	None	None	....	.....
Moto Meter A	.....	200,000	None	None	....	‡2.80
Motor Wheel	1,000,000	687,500	None	*2.00	*4.6	‡2.40
Motor Products	200,000	130,406	None	2.00	1.1	†8.37
Mullins	.....	100,000	None	None	....	†742,590
Murray	.....	.....	None	None	....	‡2.58
Omnibus Corp	1,500,000	625,293	None	None	....	.....
Pines Winterf'nt A	50,000	50,000	5.00	$3	2.6	.....
Spicer	.....	313,000	None	None	....	2.94
Stewart-Warner	.....	599,990	None	6.00	4.3	‡9.13
Stromberg Carb	150,000	80,000	None	3.00	5.3	‡4.74
Timken Roll. Bear	1,250,000	1,200,882	None	3.00	3.8	.....

*Also extras. †Six months 1928. ‡Nine months 1928. **Estimated for 1928. ††Total net for nine months. ‡‡Year ended Aug. 31.

for Economical Transportation

CHEVROLET

The New Chevrolet Six marks a new epoch in Automotive History

A SIX IN THE PRICE RANGE OF THE FOUR

For 16 years the Chevrolet Motor Company has held unwaveringly to a single basic manufacturing policy:

To build a quality automobile whose design incorporates every possible feature of progressive engineering . . . whose beauty is distinctive, smart and satisfying . . . whose reliability is the result of fine materials and precision manufacture . . . and whose price is so low as to be within reach of the great majority of the people.

This policy has brought to Chevrolet and its dealer organization a record of success ranking with the most outstanding achievements of all time. For two successive years, Chevrolet has been awarded first place at the National Automobile Shows because it has attained a greater volume of business than any other manufacturer represented in the National Automobile Chamber of Commerce. And its facilities have grown in size and efficiency until Chevrolet stands in the very forefront of the world's great industrial enterprises.

But never has Chevrolet's policy of progress been so strikingly exemplified as in The Outstanding Chevrolet of Chevrolet History—

—for here is offered, *in the price range of the four,* a marvelous six-cylinder automobile with all the power, speed, smoothness, comfort and beauty that distinguish the truly fine motor car—combined with operating economy of better than 20 miles to the gallon of gasoline!

This remarkable automobile is being hailed throughout the nation as an epoch-marking achievement in automotive history—because, for 20 years, the low-price field has been exclusively occupied by 4-cylinder automobiles. And now Chevrolet brings into this great market a six-cylinder car—meeting the desires of those millions of motorists who have long looked forward to the day when they could secure six-cylinder smoothness, six-cylinder speed, six-cylinder reserve power and six-cylinder flexibility—within the price range and with the economy of the four.

What a wonderful market this opens up for Chevrolet dealers! What a wonderful opportunity this offers to an organization which has already attained a volume of sales and profits of record-breaking proportions!

Again FIRST PLACE AT THE AUTO SHOWS

CHEVROLET MOTOR COMPANY, Detroit, Michigan
Division of General Motors Corporation